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PRIVATE RESIDENTS AT THE  
HONGKONG WEEKLY  
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[a34-1]

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[a1472]

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[a27]

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Hongkong, 24th July, 1908. [a858]

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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER



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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEUZ ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, SEPTEMBER 8th, 1910.

The latest news from Peking is far from reassuring. Whatever else the Council of Viceroy has been convened to consider there would seem to be no secret about the fact that the Prince Regent has consulted them regarding the rehabilitation of YUAN SHIH KAI, the statesman whom *The Times* very justly describes as "the one man who in late years has shown energy and strength of will" in facing the problems confronting the Empire. YUAN in fact has always shown himself capable of making up his mind and acting on it without swerving, and on that account always presented a strong contrast to the weak-kneed courtiers about the Throne; but on the question whether YUAN SHIH KAI is in entire sympathy with the Regent's projects of reform there appears to be a want of unanimity of opinion among those who have closely followed his career. At the time of his dismissal a valued contributor to the *Daily Press* wrote: "Dazzled by the fact that to YUAN SHIH KAI, acting in conjunction with the Yangtze Viceroy, is to be attributed the isolation of the insane Boxer movement within the immediate neighbourhood of Peking and Tientsin; and that this isolation of the movement practically saved the Empire, foreigners generally have been disposed to over-rate the services of the late minister. In so doing they overlook the fact that it was mainly to YUAN SHIH KAI's betrayal of his master, the late Emperor, that the temporary

success of the Boxer uprising was entirely due. Of the part played in these transactions by the sometime Viceroy, no one now alive knows so much as the Regent, and there is little reason to doubt that he has been well advised in his action." This view of the Minister was in accord with many estimates formed of him at the time in the Chinese Press, which described him as more reactionary than progressive, and certainly treacherous. It is unquestionably true that most of the reactionary acts of the late Regency found in him a steady and conscientious backer; and if the foregoing estimate of YUAN's character be approximately correct, we have at once an explanation of the hesitation to rehabilitate him, as well as of the uncompromising hostility towards him which is being shown by the EMPRESS-DOWAGER. What has induced the REGENT to bring the question of YUAN's rehabilitation up for the consideration is the knowledge that public opinion abroad condemns his exclusion from office. Every foreign student of the situation perceives that strong intelligent leadership is the need of the hour in China, and PRINCE TSAI, on his return from a tour in Europe, was recently reported to have informed the REGENT that in diplomatic circles abroad there was a strong feeling that YUAN SHIH KAI was the man who could ill be spared from the councils of the Empire at the present time when changes of great and far-reaching importance are being inaugurated or discussed. The *London Times*, we learn from REUTER to-day, has added the weight of its influence to that demand. What the outcome of the deliberations at Peking on the subject will be we have no means of judging, but every friend of China will re-echo the wish expressed by the leading organ of British public opinion that China will be spared further palace revolutions. Apart from the subject of the re-instatement of YUAN SHIH KAI, no credible statement has been published regarding the other business which we presume is to be discussed by the Imperial Conference now assembled in Peking; but the one idea gathered from all conjectural reports on the subject is that the Prince Regent and his advisers are applying themselves to forming a Cabinet in which all the talents shall be represented and which will have some "claim to the esteem and liking of every foreign Power."

The English Mail of the 6th August was delivered in London on the 6th inst.

The auction of the leasehold property known as "Glenholme," Kimberley Road, Kowloon, takes place at 12 o'clock this morning at Mr. G. P. Lammert's sales rooms, Duddell Street.

The crew of H.M.S. *Belford* are expected to reach Hongkong to-day by the s.s. *Nubia*. It is not known yet what arrangements have been made regarding them.

Mr. W. T. Price, provincial engineer, Colombo, has refused the offer of the assistant directorship of the Hongkong Public Works Department, and the place has now been offered to Mr. H. T. Crensy, provincial engineer, Anuradhapura.

Several gardeners in a village near Shaikwan have complained to the police that a European called upon them and demanded a dollar from each for re-numbering their houses. The money was paid, but nothing has been heard of the European.

Mr. A. Gaudet, chief clerk in the local office of the Messageries Maritimes, informs the police that someone entered the bedroom at his residence in Glenelg Buildings on Tuesday night and stole from his dressing table an open-faced silver watch, four gold sleeve links, a silver cigarette case, and money to the value of \$13, the total value being \$88.

The police have been informed by Mrs. C. R. Hagar, residing at 5, Lydder Street, that some person entered her bedroom and, cutting open a leather bag which was placed in the wardrobe, took away a gold brooch, two gold pins, gold neck chain with cross, diamond finger ring, two plain rings, gold heart locket, twenty-four small pins, the total value being \$207.60.

At the present time when any information on the subject of rubber and rubber companies is welcomed by actual and prospective investors, a booklet such as "Rubber Shares as Investments," compiled by Mr. H. T. Brice, should appeal to many. It contains a brief analysis of the position of the leading companies in the Malay Peninsula, Java and Sumatra, and as the information is presented in a manner that requires little reference, its value is certain to be appreciated. The publishers are Messrs. Straker Brothers, Limited, London.

A Post Office employee who becomes a victim of the stamp-collecting craze has manifestly an advantage over rival collectors not so favourably situated, if he is able to cut off the stamps from mail matter passing through his hands. As evidence that this is being done at the Hongkong Post Office we have been shown a Port Darwin newspaper from which the original stamps have been cut and Hongkong stamps substituted. We pass on the information to the Postmaster-General, feeling sure that steps will at once be taken to put a stop to this practice, if it is a practice.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1884.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE SENSATIONAL ARREST AT PORTSMOUTH.

LONDON, September 7th.

The arrest of a German subaltern at Portsmouth, while taking sketches of the fortifications, is confirmed.

The documents have been sent for inspection by the War Office.

Meanwhile the subaltern is treated well, being merely deprived of his liberty.

## AFFAIRS AT PEKING.

LONDON, September 7th.

"The Times" sincerely hopes that China will be spared further Palace revolutions, and considers that the Prince Regent should lose no time in rehabilitating the one man who of late years has shown energy and strength of will.

## KING MENELIK.

LONDON, September 7th.

A telegram from Addis Abeba states that King Menelik is better.

## UNITED STATES CUSTOMS REGULATIONS.

PROTEST BY THE BRITISH GOVERNMENT.

LONDON, September 7th.

The Foreign Office has instructed H.E. the Rt. Hon. James Bryce, O.M., the Ambassador to Washington, to protest against the new Customs regulations with reference to textiles, requiring the revelation of trade secrets and imposing other conditions regarded by British exporters as prohibitive.

## LABOUR TROUBLES IN GREAT BRITAIN.

ANOTHER STRIKE.

LONDON, September 7th.

The boiler smiths at South Shields unexpectedly struck work on Saturday to show their sympathy with the locked-out boilermakers.

## FIELD MARSHALL WHITE.

LONDON, September 7th.

Field Marshall Sir George White, who has been seriously ill, has now recovered.

[FROM THE MANILA "CABLENEWS."]

## THE GOVERNORSHIP OF NEW YORK.

NEW YORK, September 2nd.

The Democratic leaders of the State are endeavouring to get Mr. William Randolph Hearst to acquiesce in the candidacy of Mayor Gaynor for the governorship of New York.

## MR. ROOSEVELT'S ATTITUDE.

OMAHA, NEB, Sept. 2nd.

Mr. Theodore Roosevelt, speaking in this city to-day, declared that he was a progressive Republican, but not an "Insurgent."

## COMEDY IN HONGKONG.

After an interval of many months the boards of the Theatre Royal are again occupied. The Warwick Major Comedy Company have come to enliven the community for a few evenings, and their excellent after-dinner fare is likely to be appreciated. Certainly they made a good impression last night with the production of Charles Hawtrey's successful comedy entitled "Jane." The audience was large and ready to be amused, and the artists with the good material in hand had no difficulty in keeping the house in the best of humour.

Last night's selection was a happy one. "Jane," an old favourite, abounds with the most farcical situations, and as these are skillfully developed the fun is well maintained throughout. Leading honours fall to Miss Georgie Corliss, who filled the title role with her usual vivacity and charm, while she was well supported by Mr. Warwick Major as Charley Shackleton, the man who needed a wife for twenty-four hours, and by Mr. Story as the love-sick William. The other members of the company played their parts to perfection.

## CORRESPONDENCE.

H.M.S. "BEDFORD" DISASTER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

St. Paul's College.

Hongkong, September 7th, 1910.

DEAR SIR,—May I through the medium of your paper announce that the proposed Memorial Service at St. John's Cathedral will not take place, as such a service has already been held on board H.M.S. *Minotaur*. However, I am sure the people of this Colony sympathise none the less deeply with the relatives and shipmates of the thirteenth men whose lives when serving their King and Country.—I am, yours, &c.,  
G. H. VICTORIA.

## LOCAL SPORT.

B.O.C. AQUATIC FETE.

The Boys' Own Club are holding an aquatic fete in the V.R.C. bath on Saturday afternoon in lieu of the annual athletic sports which were postponed on account of the death of His Majesty King Edward VII. The programme contains upwards of twelve events and the hour of starting is 3.30 p.m. A special invitation is extended to the ladies of the Colony, and those who attend, as well as the gentlemen, should witness an excellent afternoon's sport.

## LAWN BOWLS.

Inspector Gonsky by beating G. R. Edwards of Kowloon and Police Serg. Pitt by beating Inspector Cameron have qualified for the final in the open championship of the Colony. The final will be played off soon, and G. R. Edwards and Inspector Cameron will on the same day decide who is to take third and fourth prizes.

## RESCUES BY A GERMAN STEAMER.

Eleven sailors were picked up in distress on the high seas by the German steamer *Germania* and brought to Manila last week. The men are the crew of the Norwegian fishing smack which was wrecked off Barroo Rock on Sunday last. They were drifting in a frail boat and in a state of exhaustion from lack of food and battle with the elements when sighted and taken aboard by the *Germania* about 115 miles off the north coast of Luzon.

The *Germania* is a small steamer belonging to the North German Lloyd fleet plying between Hongkong and Australia and was en route from the former port to the island of Yap when the boat containing the shipwrecked seamen was sighted. After landing the men in Manila the *Germania* at once left port, continuing her voyage south.

Five of the sailors are Japanese, four Norwegians and two Chinese. The Norwegians and Japanese were turned over to their respective consuls, while the Chinese are being cared for at the detention shed.

## RAILWAY PROGRESS IN THE CANTON DISTRICT.

The Canton Report on the Trade of Canton, just issued, states that construction on the Canton-Kowloon Railway, which is being built according to the standard of first-class European lines, has been proceeding steadily throughout the past year, with the result that the first thirty miles will be ready for traffic by next month. The line, when completed to the junction with the British section at Sanchun, will in its 89½ miles contain, including terminals, 15 stations and 11 halts. At the end of 1909 the purchase of the land required had been completed and about 92 per cent of the earthwork was either in hand or already finished. The terminal station building and general offices at Tai Sha Tau are expected to be ready by April, 1910.

The main difficulty experienced in building this line has been the large amount of bridge work that has had to be negotiated. In the second district, from mile 31 to mile 50, there is a total girder opening of 3,200 ft. The main bridge over the East River at Shoklung is proceeding satisfactorily, the foundations being nearly completed and the delivery and erection of steel-work for the large spans having commenced. It is expected to form the through connection with the British line to Hongkong in June or July, 1911.

On the Canton-Hankow Railway, a further ten miles has been opened for traffic, and trains are now running to Wongshek, a market town on the North River, fifty-five miles by rail from Canton. Construction, however, is practically finished to Ying Tak, ninety miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying Tak is a district city of some importance and the opening of the station there will have the effect of bringing places up the river some three days nearer Canton. Construction is also proceeding, though less energetically, on the next thirty or forty miles. No fast trains are run at present, but a speed of forty to forty-five miles is attained in places by the local trains, which cover the whole distance of fifty-five miles in three hours and a quarter. The company during the Chinese year 1909-10 carried 1,456,466 passengers and received in passenger fares and freight \$294,331.90, an average of over \$24,500 per month. This amount represents principally short-distance passenger traffic, and should increase considerably when the town of Ying Tak, above referred to, is reached.

## REFORM BY CIGARETTE.

One does not commonly think of the cigarette as an instrument of moral and physical progress; though who shall say, as the *Pall Mall Gazette*, how many murders have not been averted by the soothing influence of tobacco? But in China at the present time, it appears the cigarette is performing good work that whole shipments of missionaries could hardly hope to accomplish. It is driving out opium, even though it is considerably more expensive. Even Mrs. Carrie Nation, the cigarette's deadly foe, could hardly dispute that it is the lesser of evils in this case.

What has aroused the Chinamen of the humbler classes to the attractions of a cigarette is the enterprise of a cigarette company in Shanghai and Hankow—namely a British one. It has been advertising all over the Far East in the most lavish manner, and the result shows that the hearing appeals in the East as in the West. But we doubt whether even the Chinamen would keep on smoking cigarettes merely because the hearings tell them so. Evidently, he finds it preferable to opium—a rare case of the less harmful thing's being also more attractive.

## SUPREME COURT.

Wednesday, September 7th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE JUDGE).

APPOINTMENT OF TRUSTEES FOR A MOSQUE. The Attorney-General (Hon. Mr. W. Ross Davies, K.C.), instructed by Mr. H. L. Donays (Acting Crown Solicitor), petitioned the Court for the appointment of new trustees for the Mahomedan Mosque. The petition showed that by an indenture of mortgages bearing date of 23rd September, 1850, and made between Her Majesty Queen Victoria of the one part, and Shaik Moosdeen, Mahomed Arab, Shaik Carther and Hassan Malay, the trustees nominated by and on behalf of the Muslim community of Hongkong of the other part, Her Majesty demised, leased and to farm out unto the trustees for a mosque inland lot 268 for a mosque during and until the full term of 999 years. All the trustees were dead, and since the death of the last no new trustee had been appointed. His Excellency the Officer Administering the Government and the Mahomedan community now deemed it expedient and desired that eight new trustees should be appointed. The petition prayed that A. B. Mahmud, A. S. Abbas, A. F. Arouli, I. P. Madar, J. C. U. N. Sergeant, Noor Din, Subadar Muhi Ali and Jemadar A. Khan might be appointed new trustees in pursuance of the trust created by the indenture, in substitution for the deceased trustees, and that the land in question and appurtenances might be invested by order of the Court in the new trustees for the remainder now to come and unexpired of the term of 999 years; and that such other order might be made in this matter as to the Court might seem fit.

The Attorney-General stated that this was a petition presented by him in his official capacity as Attorney-General to his Lordship to appoint new trustees in relation to the Mahomedan mosque in this Colony. The application was made under section 42 of the Trustee Ordinance of 1901, which was based upon the Imperial Trustee Act.

His Lordship—Is this opposed?

The Attorney-General—No. I am appearing with the consent of all parties. In fact, it is made merely with a view of facilitating the wishes of the Mahomedan community in this Colony. Certain Crown land in the Western District was vested by Her late Majesty Queen Victoria by deed dated 23rd September, 1850, in trustees on behalf of the Muslim community for the purposes of a mosque for a term of 999 years. All the trustees are dead, the last survivor dying in 1878. No new trustees were appointed, and the trust has remained in abeyance since that time. His Excellency the Officer Administering the Government, and I think I may say the entire Mahomedan community, desire now that new trustees should be appointed. In the original deed there were four trustees, but it is now desired to invest the control of the mosque in the six different sections of the Mahomedan community in the Colony. This petition, in which the proposed trustees all assent to act, is the outcome of deliberations which have taken place between the different sections of the Mahomedan community.

His Lordship—Is this a charity?

The Attorney-General—It is tantamount to a charity. It is land vested by the Crown in the Mahomedan community for the purposes of a mosque, and it can be used for nothing but a mosque.

His Lordship—Are you sure that the whole community has had a voice in the matter?

The Attorney-General—Those are my instructions, my Lord.

His Lordship—Supposing somebody afterwards objects? I must be quite certain.

The Attorney-General—I will read the petition, which sets out the state of affairs exactly.

His Lordship—I only want to know how the sections have been represented in the election of trustees. Has each section elected its own?

The Attorney-General—The various sections were represented by different solicitors. They have come to an agreement between the parties, and this agreement sets out the proposed trustees.

His Lordship—I want to know if there was any dissent.

The Attorney-General—So far as I know there was not. I am told there was one section which did not wish to be represented, and is not represented.

His Lordship—How has this nomination been carried on? I am obliged to ask these questions because I have had to deal with this sort of thing before.

The Attorney-General—The whole of the Mahomedan community has been meeting at different times, and the proposed trustees were elected by vote of the different sections.

His Lordship—Yes, I know. But I am wondering how the vote was taken.

The Attorney-General—Is it necessary to go into that?

His Lordship—Yes, I have got to exercise exceptional jurisdiction. I have got to appoint trustees who will have control over the various sections, and one section is not represented.

Mr. Slade—If your Lordship will allow me. When I was acting Attorney-General I had a great deal to do with this matter, but I am not concerned with the final settlement, as when I left we had not arrived at one. All the various sects of the Mahomedan community had different ideas as to the position of trustee, but all agreed except the Shiias, who are a different religious sect of the main body, and who do not use the mosque.

The mosque is a Sunni mosque, and the Shiias have, I understand, their own place of worship.

His Lordship—I know these things lead to difficulties, and require to be approached with the very greatest caution.

Mr. Slade—In this particular case there have been most exhaustive discussions.

His Lordship—I should like to have that more fully in the affidavits, and more especially as to the sect not using the mosque.

Mr. Slade—They very, very rarely use it. They have their own meeting place. There is no such divergence of religious views as will prevent the Shiias attending the Sami service. They are both based on the Koran and a religious service conducted by a Sunni priest could be quite lawfully and properly attended by a Shiia.

His Lordship—The position seems to deal with a property in which the Shiias are interested.

Mr. Slade—The community is a small one—it numbers about twenty—and they have expressly said they do not wish to be represented.

The Attorney-General—I understand the reason they do not wish to be represented is because they are only allowed one representative instead of two.

His Lordship—They wanted two. There is another thing which puzzles me: What have the Garrison Artillery got to do with this, or the Indian regiments? If you have units of these as trustees, when they leave the next regiments coming along will want to be represented.

The Attorney-General—I am going to ask your Lordship in the order to provide for that.

His Lordship—Supposing there is a regiment of a different sect? I think, if you will allow me to suggest it, we will adjourn this application and I will take it in the vacation. It is too delicate to deal with now.

The Attorney-General—It has been hanging fire some time.

His Lordship—A fortnight wouldn't make much difference. I think it wants a great deal of looking into, as I must prevent any trouble hereafter. Meanwhile I want information as to how the election of these people was carried on, so as to ensure that each section had a voice in the matter, and I should reconsider that question of the Indian regiments.

The Attorney-General—I am going to ask your Lordship to embody in the terms of the order that in the event of trustees retiring, new trustees shall be appointed by deed.

His Lordship—It is not advisable to appoint a trustee who will be leaving the Colony in two or three years.

The Attorney-General—They insisted on being represented. It is my experience of matters religious that more difficulties arise both at home and abroad over this subject than over any other.

His Lordship—Yes, therefore it seems to me that you do not want to introduce as element of discord.

The Attorney-General—We are certain to have Muslim regiments here.

His Lordship—We may, or we may not.

The hearing of the petition was adjourned.

## A DEAD AND DUMB DEFENDANT.

S. A. Marican, proprietor of the Dragon Cycle Co., brought action against Chu Pak Ngok to recover \$7,974.85, part of which was due for goods sold and delivered; \$500 of which was the purchase price of a horse sold to defendant in July, 1908; and the remainder for interest at the rate of eight per cent. per annum.

Mr. M. W. Slade, K.C., instructed by Mr. C. B. H. Davis (of Messrs. Wilkinson & Grist), appeared for the plaintiff, and defendant was represented by Mr. C. G. Alabaster, instructed by Mr. Hinds (of Messrs. Bruton & Hetti).

Defendant, in his counterclaim, asked that an account be taken of all dealings and transactions between the plaintiff and defendant, and the amounts charged the defendant by the plaintiff in such dealings and transactions; and of all monies paid by defendant to plaintiff, and had and received by plaintiff on behalf of the defendant; and that the plaintiff be ordered to pay to the defendant such sum of money, if any, as shall be found to be due to the defendant. Defendant also asked for return of a "Richard Brosier" motor car; damages for the conversion of same; further or other relief; and costs.

The statement of defence showed that defendant resided at Canton, that he was deaf and dumb, and that he was born so. At the time of the alleged purchases plaintiff knew the defendant was deaf and dumb, and the latter did not agree to pay the prices set out in the particulars of the claim, as such prices were excessive. Among the items charged was one Rambler four-cylinder motor car with accessories complete, for which plaintiff claimed \$6,300. This motor car was taken back by plaintiff before the commencement of the action, and the defendant was entitled to deduct from the set-off that amount.

In reply to the defence and counterclaim plaintiff said the defendant agreed to purchase a Daimler motor car to be procured by the plaintiff from England, for which defendant was to deposit \$1,000. Defendant subsequently refused to perform the contract, whereby plaintiff suffered damages and retained the deposit of \$1,000. Plaintiff denied converting to his own use any car belonging to the defendant. He admitted the defendant was deaf and dumb, but said he was of good mind and understanding. Plaintiff denied refusing to give credit for any sum received.

Mr. Slade, in opening, informed the Court that plaintiff had carried on the business of a cycle and motor car seller and repairer for a good number of years in the Colony, and for five or six years he had had constant dealings with the defendant. All the accounts between the parties were entirely settled till the beginning of the year 1907. In the beginning of that year plaintiff got a Rambler motor car out of this Colony and offered it for sale to



the defendant. He asked first of all for the car \$7,500, but finally the price was agreed at \$6,300 payable in monthly instalments of \$200. Defendant was deaf and dumb, but Counsel thought his Lordship would be satisfied that he was a man of perhaps more than average intelligence. He was an adopt in the sign language, extraordinarily quick at understanding and expressing his wants by means of signs, and he was always accompanied by an interpreter who made use of the Chinese deaf and dumb language. His Lordship would hear from the evidence of two solicitors in this Colony that by means of this language any complicated transactions were thoroughly and fully explained. In this matter everything was explained to him, and he perfectly and obviously understood what was being explained to him. Plaintiff would tell his Lordship that in all transactions, except with regard to small repairs, the defendant always bargained as to the price he was to pay. He was a hard bargainer for prices, and always endeavoured—very often successfully—to beat the plaintiff's prices down. He would do it either by signs or in writing. By this means the price for the Rambler was finally reduced from \$7,500 to \$6,300, and for some time the defendant regularly paid his \$200 a month. He gave a promissory note for the \$6,300. A good many large repairs were necessary to this Rambler car, which apparently had a somewhat chequered existence. Mr. Slade thought most people in this Colony had seen it at one time or another tearing about the place, and considerable repairs, in consequence of the erratic driving of the defendant, were necessary. His Lordship—Did he drive it himself?

Mr. Slade—Yes, at the most fearful pace. I wonder it didn't kill anyone. Proceeding, Mr. Slade stated that defendant paid money on account of the car right through to July, then, having seen the catalogue, he wanted to buy a Daimler motor car and the price was agreed for the car with the spare parts at \$1,070. This was reduced to a formal agreement in the office of Messrs. d'Almeida & Smith. That agreement was fully interpreted by a Chinese interpreter through his own interpreter in the deaf and dumb language, and subsequently Mr. Crowther Smith investigated the matter and satisfied himself that the defendant fully understood the contract he was entering into. Thereupon that contract was signed, and \$1,000 was paid on account. Shortly afterwards the Rambler motor car came to very serious grief, and practically broke down in Des Voeux Road. Counsel thought it went into one of those tranches which the Government were in the habit of making across roads and leaving considerably unguarded, consequently there was a very complete and thorough smash in which the back axle was broken. Defendant went to plaintiff's shop and requested him to take the Rambler out of the street, and it was put in the repairing shop. Being anxious to have a car for use in the interval before the Daimler could arrive, defendant got into negotiations with Mr. Musso, who was the owner of a Brosier. An agreement was arrived at that the defendant should buy this car from Mr. Musso for the sum of \$5,000 and the broken down Rambler. Of the \$3,000, \$1,000 was to be paid in cash and the rest by instalment. This agreement was in writing, and Marican guaranteed the payment of the money. This was done without the intervention of solicitors, but it being thought desirable that things should be put in proper order the parties went to Messrs. Donny & Bowley, and young Mr. Donny arranged the whole transaction. Shortly after this the defendant went to Canton, and the only account of what happened him there was filed in the affidavits in this action. Apparently he had been closely confined ever since he got there, and was not allowed to come down here at all. Meanwhile the Rambler motor car which belonged to Mr. Musso was in Marican's shop, and the latter bought it for \$1,000. This was while the defendant was in Canton, and was confirmed by his relations there. His Lordship—Are you going to prove that?

Mr. Slade—That is on affidavit on their own admissions. Continuing, Mr. Slade said the Richard Brosier car was left by the defendant in a shed at Wanchai, and the plaintiff, knowing that this was absolute ruin to it, communicated with the defendant in Canton, told him that the car was going to rack and ruin, and that he proposed to take it and put it in proper repair. He also paid an exorbitant amount for the car, under which the car would probably have been sold. Then a long letter was written by plaintiff's solicitor to defendant's mother, stating the circumstances of the case.

Mr. Alabaster—I don't see how that is relevant. It is written to a person who is not a party.

Mr. Slade—It is written to the person who, according to their own statement, has got this man under control.

His Lordship—I confess there is a good deal in the objection, but we will see that afterwards. I will note it. Mr. Slade then told of defendant's agreement to purchase a motor boat which Marican was to get out from England. That agreement was broken, and plaintiff claimed \$200 for out-of-pocket expenses. Then the defendant wanted a horse, and he agreed with Mr. Knox's horse. Apparently he wanted the plaintiff to buy that horse for \$300. Plaintiff went to Mr. Knox and persuaded him to sell the horse for \$300, and he became liable to that gentleman for the amount. Then he sold the horse for the previously agreed price of \$500, only \$100 of which had been paid. Marican was absolutely out of pocket \$2,000 over the purchase from Mr. Musso of the Brosier car, which he took into his possession to keep in order. Acting on the advice of a certain firm of solicitors here he sold the car to Mr. Knox for the \$2,000 which he was out of pocket, but he made the arrangement that he could get the car back if the money he expended on it was paid to him. Evidence was called and the hearing adjourned.

## PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

August 12th.  
SCARCITY OF HORSEFLESH FOR FOOD PURPOSES.

Whereas the poor across the Channel have to dispense with meat when the price is too high, here in Paris the poor have always been able until quite recently to fall back upon *viande de cheval*, or horseflesh. The latter for the first time in history is now debarred them. Import duties are held responsible for the present crisis in the horseflesh trade in this City. If meat were not subject to an import duty, there is no reason why French *cuviers*, or workmen, should not eat beef and mutton the same as their British brothers. It is owing to the duty that horseflesh is consumed. More than 20,000 horses are slaughtered annually in this country for human consumption; in Paris alone the figure is about 80,000. The consumption of horseflesh has increased remarkably in recent years; five years ago only 50,000 horses were eaten. In many respects horseflesh is every bit as good as prime beef. Though the demand is still growing the supply appears to be stationary. Truth to tell, it is becoming increasingly difficult to obtain horses to kill, not that there is a scarcity of animals—on the contrary there is a glut of horses everywhere since motor cars have come to replace them in every country—but for the reason that a duty of 100 francs or 150 francs is imposed on each horse entering France and intended for consumption. The object of this apparently is to protect the home breeder; its effect, of course, is to raise the price of horseflesh. The "General Syndicate of the Horse Industry" and the "Syndical Chamber of Horse Butchers of Paris and the Seine" decided at a meeting just held to send a delegation to the Minister of Agriculture, asking that the duty on horses imported for human consumption be at once suspended as a temporary measure until the matter can be brought before Parliament. There are about 500 shops in Paris where horseflesh is sold for human food; these *boucheries hippiques*, as they are called, are not allowed to sell anything but the flesh of horses, asses and mules. To close these shops would to a large extent spell starvation; to shut them up would be to deal a heavy blow to the working classes. Unless something is done to bring about lower prices, it is possible that this drastic measure may be taken. No fewer than 16 out of the 17 horse butchers' shops at Blois have already been closed, the same remark applies to other provincial towns.

THE NEW NAVY.  
The construction of France's new Navy is well worth watching. There was a time when the French Navy ranked next to that of Britain; today she occupies a very inferior position. Though France may never again attain her former proud position, she is determined to improve her Navy—to reconstruct it entirely if necessary—as she feels her humiliated position most acutely. A few days ago there were laid the keels of the first two battle-ships of the all-big-gun, otherwise the Dreadnought, type to be built for the French Navy. Preliminary work has been in progress for some time, and a large quantity of material has been collected at the ports concerned, and it is consequently anticipated that the ships will be built much more quickly than has been usual with recent French vessels. The names allotted to the ships are *Jean Bart* and *Courbet* (two celebrated naval names) the former to be built at Breton and the latter at Lorient. One is to replace the obsolete *Bremer*, launched in 1891, while the other is additional to the present establishment. Other vessels to be built under the Organic Law are twenty torpedo-boat destroyers and fifty submarines. The establishment decided upon for 1919 is one of twenty-eight battleships, ten "scouts," fifty-two destroyers, ten torpedoes for foreign service, forty-five coast defence torpedo-boats and ninety four submarines. The battle fleet in 1919 will be composed of the sixteen Dreadnoughts of which the *Jean Bart* and *Courbet* are the pioneers; the six *Danton*s of 13,027 tons, carrying four 12-in. and twelve 9.4-in. guns, now about to enter into service; and the six *Patric* and *Verité* class ships, of 14,630 tons, carrying as to four 12-in. and ten 7.6-in. guns, and as to two, four 12-in. and eighteen 6.5-in. France feels sore at Germany's naval expansion.

THE AIRSHIP IN WAR.  
Would it not be advisable to abandon the airship for the aeroplane for military purposes? This important question is engaging considerable attention just now. The Minister of War, General Brun, strongly favours the aeroplane, of which he would have a flotilla of two kinds—one classed for observation purposes and another to act as express messengers. Senator Gervais, who is an authority on the matter remarks:—"It is a question of national defence, that is true; but there is also another question—the defence of the taxpayer. I am entirely of the opinion that we must not hesitate to grant the Minister of War all the credits necessary. We must not shrink from any useful expenditure, but the war budget has reached its high-water mark. Dirigibles such as we now have are practically useless—I mean in war time."

A "LATE SEASON."  
This has been a late season in every sense of the word for everyone in every country. It is wonderful how quickly a little sunshine will make one's fancy lightly turn to thoughts of packing. The season at all French watering places is unusually late this year in consequence of the extremely weather. It is only quite recently that "La Villa Lumière," as Paris is familiarly called, had suddenly emptied itself and emigrated, some for a few weeks others for a few months. People could not make up their minds to go away as usual. Apparently, with the courage of despair, they decided that it could not be worse, and that it might become better before autumn set in, that in any case a change of scene was better than nothing, and that it might even be a relief to see the rain splashing against other houses than those of Paris. So everybody who is at all of any consequence has by this time gone away. In former years, as Parisians left so did this capital fill up with English and Americans. This is not the case this year. What is keeping them away? The floods are no longer to be dreaded. True, we continue to read and hear about strikes and rumours of strikes. The French are more fond of threatening than of striking. So wild disquieting rumours need not keep visitors away. The Americans have made Oberammergau and other parts of Germany their principal rendezvous this year, while Britishers have not felt like enjoying themselves very much after the loss of their beloved Sovereign.

KING ALFONSO'S POPULARITY.  
King Alfonso has added to his popularity in this country by offering a prize to promote Franco-Spanish sport. King Alfonso recently won two prizes at the Biarritz regatta; while he gratefully accepted the work of art offered by President Fallières, he handed over the cash prizes, amounting to 5,000 francs, to be distributed to the poor of Biarritz. His Majesty's example was followed by the other Spanish yachtmen who gained prizes. In order to further improve the relations between French and Spanish sportsmen the Spanish Monarch announces the creation of a challenge cup open to yachts of either country. The first race will be held at Biarritz in 1911; in the event of the cup being won by a Spanish boat, the following year's race will be held at a Spanish port.

COURAGING.  
A Waterloo Cup is the latest sporting event which the French promise to do us the honour to initiate. At any rate, a Greyhound Club has just been formed here. It may surprise some people to learn that such a thing was not in existence before, but such is the case. Coursing in future is quite likely to become popular in France; certainly the Committee of the new Greyhound Club, comprising as it does such well-known sportsmen as the Duc de Noailles, Prince Murat, Count Clary, M. Edmond Blanc, and M. Paul Caillaud, will do all it can to make the thing a success. This is another feather in the cap of the *Entente Cordiale*.

THE OPERATIC SNAKE.  
With the exception of England and Norway, every country seems to have been laid under contribution for the Paris operatic and theatrical season. A Russian ballet is being danced at the National Academy; there is a series of Italian Opera at the Chatelet; and at the Renaissance a Belgian troupe is highly successful. Time was when Paris was extremely provincial in its tastes, believing that French music and French artists were alone worth hearing. It is no longer necessary to go to New York or Milan, St. Petersburg, Berlin, and Vienna to hear the best voices in the world. Sooner or later they gravitate to this city, when they are captured for the season.

SHOOTING PROSPECTS.  
The deepest gloom prevails among the followers of Nimrod—the season has just opened—for the reports furnished to the French Gun Club and the St. Hubert Club show that the game is in a deplorable condition. The same may be said about fishing. The floods in January and February have almost entirely destroyed the first broods, while those young partridges and others which escaped are afflicted with pulmonary congestion. From the East, West, and Centre of France the same story comes. The only kind of game which shows any signs of being moderately plentiful is the hare and rabbit. There is still hope that the second broods will turn out better, but the frequent rains we are having are damping the hopes of the most sanguine *chasseurs* in this respect, and whatever happens now the season is bound to be a very poor one, and is declared to be quite likely disastrous.

RUBBER PRODUCTION.  
HOW HIGH PRICES HAVE AFFECTED CONSUMPTION.

The Financial Editor of the London Daily Graphic writes:—

The figures are now available of the production of rubber in the year ended June 30th last, and are principally remarkable as showing that the abnormally high prices of the product in the concluding six months of that period had hardly any effect in stimulating production.

It will be understood that the record values of some three or four months ago have not yet influenced the output of the established forests of rubber in the year ended June 30th last, and are principally remarkable as showing that the abnormally high prices of the product in the concluding six months of that period had hardly any effect in stimulating production.

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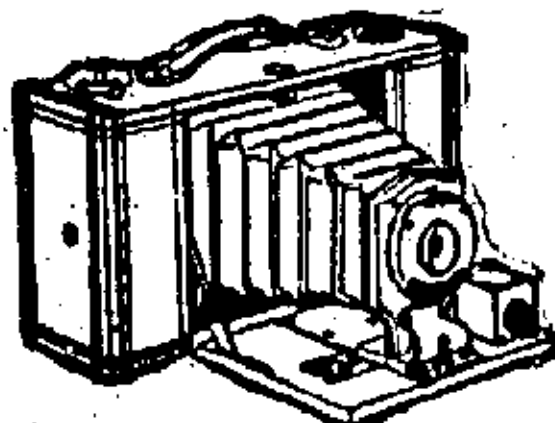
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### HONGKONG HOTELS.

Mr. P. B. Adams  
Mr. J. I. Andrew  
Mr. J. H. Backhouse  
Mr. A. A. (laston)  
Mr. W. T. Foran  
Mr. H. G. Fisher  
Capt. G. A. Fowles  
Mr. H. Gwyn  
Mr. V. Goulbourne  
Capt. T. P. Hall  
Mr. W. T. Halcrow  
Mr. J. R. Harcourt  
Hon. Mr. and Mrs. E. A. Howell  
Dr. S. Hough  
Mr. E. B. K. Hunt  
Mrs. C. M. Jack  
Mr. W. Jackson  
Miss J. L. Light  
Mr. G. T. Lloyd  
Mr. W. Logan  
Dr. O. Marjot  
Miss K. A. Massey  
Mr. H. Van Meulen  
Mr. H. B. Miller  
Mrs. J. G. Minor  
Mr. A. B. Moulder  
Mr. and Mrs. F. D. Northcombe  
Major M. R. Porter  
Mr. E. H. Key  
Mr. Max. Reichman  
Col. A. R. Rivers  
Mr. R. Robinson  
Mr. R. K. Rodger  
Mr. Y. J. Bowley  
Mr. R. Sie'enchiam  
Mr. J. Sober  
Mr. H. A. Jenson  
Dr. and Mrs. A. D. Spalding  
Miss A. Spence  
Mr. and Mrs. M. L. Thompson  
Mr. W. W. Trautschel  
Mr. A. V. Walker  
Mr. & Mrs. Warwick  
Major  
Mr. H. West  
Mr. L. D. Wildman  
Mr. G. Wolf  
Mr. G. G. Wood

### KING EDWARD HOTEL.

Mr. M. P. Peattie  
Mr. W. S. Bryant  
Mr. F. F. Cox  
Mr. E. Framanle  
Mr. Guttenberg  
Mr. Kennedy  
Misses K. M. Kennedy  
Miss Lepreton  
Mr. H. J. Macellin  
Mr. G. W. McEwen  
Mrs. Morcos  
Mr. H. Meyring  
Mr. and Mrs. J. D. F. Mulder  
Mr. R. Nikols  
Mr. Packer  
Capt. and Mrs. W. C. Passmore  
Mr. E. Rigold  
Mr. W. E. Binson  
Mr. Tossun  
Dr. Siebert  
Mr. R. E. Smith  
Mr. G. C. Whitelaw

### KINGDOMS PRIVATE HOTEL.

Comdr. & Mrs. Aoton & Consul J. M. Macdoe  
Mr. J. F. Macgregor  
Mr. Mrs. C. C. Mackie  
Mr. & Mrs. L. D. Mandell  
Master Mandell  
Miss Massey  
Mr. C. M. Meyer  
Mr. Wm. Pittendrigh  
Mr. & Mrs. G. L. Platt  
Mr. J. Robertson  
Mrs. G. Seelie  
Miss K. Seelie  
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Mr. & Mrs. Tibbs  
Mr. B. Webb  
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## GENERAL NEWS BY TELEGRAPH.

[FROM SOUTHERN PAPERS.]

### THE BRITISH LABOUR PARTY RETRENCHING.

London, August 19th.  
The Labour party have already been compelled to reduce the number of candidates for the next election owing to the decision making Parliamentary levies illegal.

It has been suggested that, in view of the shortage of funds, the party should limit the candidates to the lowest possible number. Labour members are prepared to make considerable concessions to gain Liberal support to the Bill enabling the use of funds for political purposes.

### THE S. A. UNION PARLIAMENT ELECTIONS.

London, August 19th.  
In the South African elections to the Union Parliament the following were returned unopposed:—Dr. Jameson (Albany), Mr. Merriman (Victoria West), Mr. Sauer (Albany North), Mr. Smuts (Beaufort).

### SHORT TIME IN AMERICAN COTTON MILLS.

London, August 20th.  
The cotton mills in New England, employing a thousand hands, have given notice of the curtailment of work for periods of one and two weeks.

Three million spindles in the Southern States will be idle for a week in September.

### FLYING MEETS NOT A FINANCIAL SUCCESS.

London, August 20th.

A gale has wrecked the Blackpool Aerodrome. The loss on the Blackpool and four other recent meetings is estimated at £75,000.

It is believed that the meetings are doomed to be replaced by cross country contests.

### SCUTTLE A BRITISH STEAMER.

London, August 21st.

A Board of Trade enquiry has been held at Cardiff into the loss of the steamer *British Standard* when on her maiden voyage to Rio Janeiro.

A serious allegation was made in connection with the loss of the vessel, and the enquiry found that she had been scuttled. There was no evidence to show how, but the captain and the chief engineer were grossly negligent.

The Captain's certificate has been suspended for sixteen months and he has been ordered to pay a thousand guineas costs.

### ENGLISH BANK AMALGAMATION.

London, August 22nd.

Parr's Bank has amalgamated with the Lancashire and Yorkshire Bank.

AN EFFECT OF THE INCREASED DUTY ON WHISKY.

London, August 22nd.

The well-known Dublin spirit dealer, Messrs. Mooney & Co., have circulated the shareholders, stating that the Company are unable to recommend the payment of an interim dividend owing to the increased licence duties.

### A SHIPPING STRIKE UNLIKELY.

London, August 23rd.

Reuter wires from Copenhagen that the question of an international strike in support of the British sailors' demands has not been placed on the programme. Should the question be raised, it will probably be rejected, as it is understood that only the American delegates are supporting the British.

Reuter telegraphs from Copenhagen that at the International Congress of sailors and firemen, the British, American and Danish delegates supported the German delegates and opposed the proposal that the seamen should secede from the employees of the carrying trade and form an International Seamen's Union.

Regarding the strike, the German delegate declared that an international strike of seamen would at present be insane and disastrous.

British delegates protested and urged a British strike.

### THE RAYAGES OF THE FOREST FIRES.

London, August 24th.

Official reports from Wallace, Idaho, state that fifty-six bodies have been discovered in Independence Creek, Murray. Grave fears are entertained regarding the fate of three hundred Militia fighting the fire in the white pine forests in Northern Idaho; also regarding 600 soldiers at Thompson Falls.

### TO OPEN THE S. A. UNION PARLIAMENT.

London, August 24th.

The cruiser *Defence* will convey the Duke of Connaught to the Cape.

### FIRST AID IN WAR.

London, August 24th.

Realistic manoeuvres were carried out by the Army Medical Corps during a battle in Wiltshire yesterday. There were 3,000 casualties. The officers affixed labels indicating the place and nature of the wound, with directions whether they were to sit or lie in the ambulance for conveyance to a clearing hospital, which is a new feature. The stretcher-bearers rendered first aid according to the directions on the label. The search for the wounded continued throughout the night by the aid of acetylene lamps. The combatants were identity discs.

### NOTES FOR WARSHIPS.

London, August 24th.

The Admiralty have long been experimenting with motors. The gunboat *Butler* was fitted with them and the details have been perfecting for two years. She is now stationed at Portsmouth for instructional purposes with a selected staff. The success of the experiments convinced the Admiralty of the great possibilities of the system. They hope to begin installing new engines in small cruisers before battleships.

### MR. ROOSEVELT'S CRUSADE COMMENCED.

London, August 24th.

Mr. Roosevelt, speaking at Utica, dwelt on the problems of the conservation and betterment of public life. He said there were ugly signs of a tendency to decay in American civilization, but, fortunately, public interest had been aroused. He referred to the problem of the cities, which were growing at the expense of the country, and said the career of farmers and farm labourers should be made equally attractive and remunerative as careers in the city.

### SCANDAL IN AMERICAN PUBLIC LIFE.

London, August 24th.

A telegram from Franklin, Pennsylvania, states that Mr. Sibley, the ex-Congressman, has been arrested on a charge of conspiracy to defraud voters.

Mr. Sibley withdrew his candidature for Congress when it was discovered that he had spent £8,500 to secure nomination.

### RACING AT YORK.

London, August 24th.

The Great Ebor Handicap was run at York this afternoon. Result:—

Major J. D. Edwards's Claretot, ... 1

Mr. G. Edwards's Anchora, ... 2

Lord Derby's Queen's Journal, ... 3

Fourteen ran. The race was won by a head, with a neck between second and third.

Betting at the start:—40 to 1 against Claretot; 11 to 2 against Anchora; 100 to 7 against Queen's Journal.

### COTTON-GROWING EXPERIMENTS IN RHODESIA.

London, August 25th.

The Chartered States Cotton-growing Association's expert has returned from Rhodesia and reports favourably on the prospects regarding cultivation and the erection of a central baling press and power refinery at the junction of the railway at Kafu River, which is now under consideration.

## HOME CRICKET.

### KENT'S SUCCESS.

No matter what happens now, says the *Fall*

*Mail Gazette*, Kent has won the County Cricket Championship for the year; and there is much rejoicing throughout the Hop County. Indeed, all over the country the success of the eleven will be thoroughly popular.

For the next four seasons they have been a great attraction wherever they have gone, drawing more spectators than any other county eleven, while on their own native heaths of Canterbury, Tonbridge, Gravesend, and Blackheath, they are, in sober verity, reckoned as "only a little lower than the angels."

And, of course, the first cause of all this popularity is the stirring game they play, and the unmistakable fact of their being "out to win" every time. Plaudits and persons are saying that if all the counties played cricket in Kent's way it would be a good thing for the game and the "pates."

Obviously it would, but it is impossible for all counties to play in Kent's way as it is for all nations to converse in German. Each county has its own individuality, its own genius. We have even heard people go so far as to say that certain subtle characteristics will differentiate the landscapes of the various counties, and that a scene in Sussex, one in Surrey, one in Hertford, and so forth, can be recognised by these differences without any help whatever from familiar landmarks.

However that may be, the history of each county must have its effect on the character of its people; and, right back to the days when its earlier kings were the most powerful princes of Saxon England, that "famous Kent" which Drayton panegyrised so splendidly in the "Polyolbion" has been one of the proudest and most energetic parts of the kingdom.

Whatever their fight may be, the men of such a county must go out to win. Inspiration, however, will not win battles without organization and management. And here, again, the Kent County Cricket Club is remarkably strong. Rich as it is in players almost embarrassingly so—it still keeps its eyes open for new talent; and even this season, when it has been going from victory to victory, it has, during the past fortnight, not only found a place in the eleven for a brilliant young Tonbridge schoolboy, but has sent him in first to bat.

The effect of such a policy as that upon the cricket spirit of the whole county is very great, and in every town or village old a youth of exceptional promise can reasonably cherish the ambition that one day he will play under Mr. Mason or Mr. Dillon.

Whoever the county captain of the year may be. Local skill, enthusiasm, and ambition are not discouraged in Kent as they are in some quarters by the importation of "foreigners" into the county eleven; and the result is that the county authorities could probably, at the present moment, put not merely one but three Kent elevens on to the field all capable of giving any other county a very good game. Under these circumstances, the future prospects of the county in the cricket field are as rosy as its present; and we will say with some confidence that the best interests of the best of games are well served by that fact.

The *Globe* says:—The result of Saturday's matches leaves Kent again the champions of All England; and Yorkshire, which for several years was easily at the top of the tree and for a couple of years did not lose a match, now have to take a lowly place; their old rivals, Surrey, are far ahead; even Sussex and Hampshire, but a few years back strong competitors for the wooden spoon, are above the northern county. But in a season that will be remembered for the revival of bright cricket, and the relatively small number of unimpaired drawn games, Kent will deserve their success.

Dorsetshire and Worcestershire—the latter county is understood to be in desperate financial straits, and even contemplating dissolution—have done little better; and if, as is rumoured, Mr. H. K. Foster intends to retire at the close of the season, its position will be pitiable in deed. But the cricket played by Worcestershire has often been too good for such a fate as now seems to threaten it.

The position of the various counties on the 15th ult. was:—

Kent ... 21 17 2 2 80.95

Surrey ... 22 12 4 6 55.00

Lancashire ... 24 13 6 5 54.12

Middlesex ... 17 9 4 4 52.94

Hampshire ... 19 9 4 6 47.36

Sussex ... 20 9 3 7 45.00

Yorkshire ... 22 9 7 6 40.90

Essex ... 13 5 2 6 38.46

Northamptonshire ... 16 6 3 7 37.50

Nottinghamshire ... 16 6 4 4 37.50

Leicestershire ... 14 5 0 9 35.71

Gloucestershire ... 17 4 4 9 27.05

Warwickshire ... 18 3 8 6 17.64

Worcestershire ... 17 2 2 13 1.76

Derbyshire ... 15 0 2 13 —

Somerset ... 15 0 2 13 —

It is interesting to note how the leading counties would stand under the old system of scoring in the competition. As will be seen from the appended table, Kent would be even more ahead of the opposition, and both Lancashire and Middlesex would precede Surrey. Sussex would drop and Nottingham would rise:—

Kent ... 21 17 2 2 15 78.95

Lancashire ... 24 13 6 5 8 44.44

Middlesex ... 17 9 4 4 5 38.46

Surrey ... 22 12 4 6 6 33.33

Hampshire ... 19 9 4 6 3 20.00

Yorkshire ... 22 9 7 6 3 20.00

Notts ... 16 6 4 2 2 20.00

Sussex ... 20 9 6 7 2 12.50

## THE GROWTH OF BERLIN.

The population of larger Berlin numbered on the 1st of January, 1910, about 3,670,000 inhabitants. The forthcoming census on the 1st of December will surely show more than 3,750,000. In 1871 the whole district had only 900,000 inhabitants. Within thirty-nine years we have an increase to three and a half times the original population. Berlin proper has now 2,120,000 inhabitants and still has a preponderance over its seven suburbs with an aggregate of about 1,000,000, the remainder falling on rural districts. But at present the increase of the Berlin population is much slower than that of the suburbs; it was only 20,000 in the last year, against from 40,000 to 50,000 in former years, when it was not yet hemmed in on all sides. One reason for the rapid growth of the suburbs is the splendid tramway traffic in all directions. For a penny one is carried from the eastern to the western boundary of this enormous area. Beyond that limit one depends on the railways, that are still cheap enough in their rates, but have the disadvantage of fixed stations and a rigid time-table. It is the peculiarity of Berlin that even in the suburbs one lives on the flat system in barn-like buildings. In these new desirable residences wealthy people have found their home and pay their rates to the suburban treasuries. Berlin proper loses year by year its rich inhabitants, who find the suburbs more attractive. It has to suffer for the shortsightedness of its authorities, who, twenty years ago, were deaf to the proposal of incorporating the suburbs. At present a federation of fully grown-up towns into a province of Berlin seems the only solution possible.—Continental Correspondence.

THE C.P.I. Co.'s str. *Empress of China* left Yokohama for Victoria and Vancouver, B.C., on the 6th instant, at noon.

The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

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# The Most Celebrated Cigarette in the World.

## WILLS'S "THREE CASTLES"

**MILD** (Green label)  
**MEDIUM** (Yellow label)  
**MAGNUMS** (large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

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BRISTOL AND LONDON.

### STRAITS SETTLEMENTS STOCKS AND SHARES.

#### RUBBER COMPANIES.

SINGAPORE, August 26.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, June 8.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, June 8.	Dividends
18/ paid	Alor-Pongau	...	...	2/ fy. paid	Malacca Ordinary	10.5.0	...
2/ fy.	Anglo-Johore	1.4.0	25%	2/ fy.	Mertion Syndicate	7/6	...
17/6	Bakap	...	...	2/ fy.	Mertion	...	...
2/ fy.	Bantong	...	...	2/ fy.	Narborough Est.	...	...
2/ fy.	Batu Caves	17.10.0	35%	2/ fy.	North Hammock	...	...
2/ fy.	Batu Kawan	...	...	2/ fy.	Padang Jawa	...	10% int. '03
2/ fy.	Batu Tiga	5.12.8	...	2/ fy.	Pandau Johore	...	...
2/ fy.	Beruang Selangor	...	...	2/ fy.	Pandau	...	...
2/ fy.	Bernam Perak	...	...	2/ fy.	Polopah (Johore)	...	...
2/ fy.	Do. Ordinary	...	3%	2/ fy.	Perak	...	...
2/ fy.	Bidor	...	...	2/ fy.	Pereiro Est.	...	...
2/ fy.	Blandis Selangor	...	...	2/ fy.	Prye	...	...
2/ fy.	Bukit Cobi	...	...	2/ fy.	Rahman	...	...
2/ fy.	Bukit Kajang	3.5.0	...	2/ fy.	R. Est. of Krian	...	...
2/ fy.	Bukit Mertajam	2.10.0pm	...	2/ fy.	R. of Johore	...	...
2/ fy.	Bukit Rajah	...	...	2/ fy.	Saga	...	...
2/ fy.	Bukit Selangor	...	...	2/ fy.	Seahfield	...	...
2/ fy.	Caslefield	6.7.6	...	2/ fy.	Selangor	...	...
2/ fy.	Chaukat Salak R. and Tin.	...	...	2/ fy.	Selangor Rubber	...	...
2/ fy.	Chersonese	...	...	2/ fy.	Sempah	...	...
2/ fy.	Cheviot	4/9	...	2/ fy.	Serendang	...	...
2/ fy.	Chota Rubber	...	...	2/ fy.	Seremban	...	...
2/ fy.	Cleely Ordinary	2.12.6	135%	2/ fy.	Seremban	...	...
2/ fy.	Consol. Malay	1.10.6	80%	2/ fy.	Shelford	...	...
2/ fy.	Damansara	3.0.0	50%	2/ fy.	Signatig (N. S.)	...	...
2/ fy.	Dennistown	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Ebbh Selangor	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Fenn K. H. Est.	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Gelondong	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Golden Hope	6.15.0	25%	2/ fy.	Singapore Para	...	...
2/ fy.	Gula-Kalumpung	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	H. and Lowlands	6.6.9	10%	2/ fy.	Singapore Para	...	...
2/ fy.	Inch Kenneth	16.5.0	50%	2/ fy.	Singapore Para	...	...
2/ fy.	Johore R. Lands	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Jong-Laudor	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Jugra (Ordinary)	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kong Estate	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	K'pong Kuantan	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kamuning "B"	7/- pm	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kapara Para	10.5.0	10%	2/ fy.	Singapore Para	...	...
2/ fy.	Kellars	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kepong	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Killinghall	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kinta Kellars	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Klangang	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Klian-Kellars	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kota Tinggi	3/6	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kruba	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kuala Kiang	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kuala Lumpur	10.5.0	30% int. '09	2/ fy.	Singapore Para	...	...
2/ fy.	Kuala Pahi	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Kuala Selangor	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Labu	20/1	25%	2/ fy.	Singapore Para	...	...
2/ fy.	Lanadron	7.0.0	27%	2/ fy.	Singapore Para	...	...
2/ fy.	Ledbury	8.0.0 pm	...	2/ fy.	Singapore Para	...	...
2/ fy.	Lendu	4.0.0	17%	2/ fy.	Singapore Para	...	...
2/ fy.	Linggi	2.12.0pm	...	2/ fy.	Singapore Para	...	...
2/ fy.	London Asiatic	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	Lumut Est.	15/-	...	2/ fy.	Singapore Para	...	...
2/ fy.	Madinger Est.	27/6	...	2/ fy.	Singapore Para	...	...
2/ fy.	Malacca 7 1/2 Cum. Partici-	...	...	2/ fy.	Singapore Para	...	...
2/ fy.	pating Pref.	10.5.0	10%	2/ fy.	Singapore Para	...	...

#### INSURANCE

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS at 31st DECEMBER, 1909  
£19,875,357.

I. Authorized Capital ... £6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500  
II. Fire Funds ... 3,488,136

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 19th July, 1910. [783]

#### DENTISTRY

**DR. M. H. CHAUN.**  
DENTAL SURGEON,  
33, QUEEN'S ROAD, CENTRAL.  
1ST FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 125.  
Hongkong, 27th January, 1910. [1022]

**SIEN TING**  
SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]

#### ON SALE.

A TABLE OF THE  
**RATES OF EXCHANGE**  
AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1905;  
ALSO  
RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.  
PRICE: 31 Cash.  
On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

#### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH.**  
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Com. A. Lowndes, Nagasaki.  
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Singapore.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Master, S. West, Hongkong.  
Bedford, armoured cruiser, 9,300 tons, i.h.p. 27,000, Capt. E. S. Fisher, ashore.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Hongkong.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Shanghai.  
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Ed. Captain H. L. P. Heard, Canton.  
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong.

Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. C. T. Barrett, Shanghai.  
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. C. E. Lloyd, Hongkong.  
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Nagasaki.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Guy, V.C. Weihaiwei.  
Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut. Comdr. M. S. Monroe, Nagasaki.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Weihaiwei.

Kant, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Nagasaki.  
Kinahra, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.  
Medin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Learmonth, Kaitai, B. N. Borneo.

Minotaur, armoured cruiser, (flagship) Vice-Admiral, Sir A. L. Watson, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. O. Cayley, Nagasaki.  
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. L. E. Power, M.V.O., Nagasaki.

Moohren, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier, Woodward, Y. T. Yangtze.  
Oskar, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 h.p., Comdr. E. Stevenson, Nagasaki.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. W. C. Lucas, Canton.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Canton.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Barlow, L.N., Hongkong.  
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Straits Settlements.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Yangtze.  
Virago, torpedo-boat destroyer, 355 tons, 6 guns, 6,300 h.p., Lieut. Comdr. C. E. Lloyd, Hongkong.  
Watowitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.  
Wildgoose, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodruff, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. E. Mallock, Yangtze.  
Kaiserin Elisabeth, Austrian protected cruiser, 4,000, freight-captain Oskar Hansa, Northern Waters.  
Panther, third class cruiser, 1,530 tons, freight-captain, Theodor Skerf Edl. von Schmidt, helm.

**FRENCH.**  
Achéron, armoured cruiser, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.  
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,400 h.p., Commander Fourrier, Hongkong.  
Alcaide, gunboat, 630 tons, 7 guns, 400 h.p., Comdr. Guérin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard.  
Batonnet, gunboat, 140 tons, Reserve, Saigon.  
Cimetière, gunboat, 184 tons, Reserve, Saigon.  
Désolée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.  
Dentat, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.  
D'Herbigny, gunboat, 141 tons, Reserve, Haiphong.  
Edouard, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.

Frondo, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.  
Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.  
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.

Montcalm, armoured cruiser, (flagship) 8,767 tons, 36 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).  
Manche, surveying-ship, 1,825 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.  
Monarque, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maistreville, Upper Yangtze.  
Pellet, river gunboat, 190 tons, 4 guns, 250 h.p., Lieut. Foch, Tongku.  
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monier, Saigon.  
Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Haiphong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.  
Redonnable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouet, Saigon.  
Styx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.  
Takeda, destroyer, 330 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commander Mortenol, Haiphong.  
Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.  
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Danculini, Siliang.

**GERMAN.**  
Arona, cruiser, 2,719 tons, Captain von Hippel, Amoy.  
Ilia, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Laus.  
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Welner.

Leipzig, cruiser, Captain Engel.  
Luchs, gunboat, 350 tons, 10 guns, 1,344 h.p., Captain Böken.  
Loharhorst, armoured cruiser (flagship), 11,420 tons, 32 guns, 38,000 h.p., Captain Zar See Mass.  
Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 5,000 h.p., Kommandant Kolbe (Hans) Bertram.

Torpedo boat "Go," Captain Lieut. Heyden.  
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Ross.  
Tungtau, gunboat, 170 tons, 5 guns, 1,800 h.p., Captain Ross.  
Vaterland, gunboat, — tons, 3 guns, 50 h.p., Captain Toussaint.

**ITALIAN.**  
Calabria, protected cruiser, 2,423 tons, 26 guns, 4,000 h.p., Capitano Mariù Casanova di Jersera.  
Fuglia, protected cruiser, 2,498 tons, 26 guns, 7,100 h.p., Capitano Gualdi Vignenti Marchese Lorenco.

**PORTUGUESE.**  
Patria, gunboat, 700 tons, Captain J. Affonso.  
Reirola D. Amelia, cruiser, 1,600 tons, Captain C. Lima.  
Vasco da Gama, cruiser, 3,030 tons, Captain Augusto Jose de Almeida.

**UNITED STATES.**  
Barry, destroyer, 420 tons, Ensign Edmund S. Root, Cavite.  
Callao, gunboat, 243 tons, Ensign J. R. Morrison, Hongkong.  
Chancoy, destroyer, 420 tons, Ensign I. N. McNair, Cavite.  
Chattanooga, cruiser, 3,240 tons, Commander John D. MacDonald, Shanghai.

Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.  
Charleston, battle ship (flagship), 9,700 tons, Ensign, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.  
Dale, destroyer, 450 tons, Lieut. Herbert H. Michael, Cavite.  
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Montevideo, monitor, 4,000 tons, Lt. D. W. Toill Olongapo.  
Pennsylvania, armoured cruiser, 13,800 tons, Capt. A. Ward, Cavite.

Rainbow (Rear-Admiral Hombill's flagship), Comdr. E. E. Wright, Shanghai.  
Villalobos, gunboat, 370 tons, Lt. A. Andrews, Hongkong.  
Williamston, gunboat, 1,990, Comdr. Edward Lloyd, Hongkong.  
Araya, gunboat, Lieut. Comdr. Matt H. Sigart.  
Mindoro, gunboat, Lieut. George M. Baum.

Paraguay, gunboat, Ensign Roy L. Lowman.  
Samarr, gunboat, Ensign W. C. I. Stiles.  
Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.  
Porpoise, 125 tons, 180 h.p., Ensign Keane.  
Whiting, 125 tons, 160 h.p., Ensign Theodore G. Ellyson.

**SPANISH.**  
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## INDIAN UNREST.

THE INFLUENCE OF BRAHMANISM.

In one of his articles now appearing in *The Times*, Mr. V. Chitambar says: "The part played by Brahmanism in Indian unrest cannot be overestimated. It is the only religion which has been able to maintain its position in the face of the most powerful influences of Western education and has worked with admirable zeal and courage to bridge the gulf between Indian and European civilization. Brahmanism as a system represents the antipodes of all that British rule must stand for in India, and Brahmanism has from times immemorial dominated Hindu society."

## A PRIESTLY ARISTOCRACY.

The Brahmins are the sacerdotal caste of India. They are at the same time the priestly and the aristocratic caste that the world has ever seen, for they form not merely an aristocracy of birth in the strict sense of the term, but one of divine origin. If the Brahmin it may be said as of no other privileged mortal, except perhaps the Levites of the Old Testament: *Nascent non fit*. No king, however powerful, can make or unmake a Brahmin, no genius, however transcendent, no services, however conspicuous, no virtues, however great, can avail to raise a Hindu from a lower caste to the Brahmin's estate. Not even the Brahmins themselves can raise to their own equal one who is not born of their caste, though by the exercise of the caste authority they can in specific cases outcast a fellow Brahmin who has offended against the immutable laws of caste, and, except for minor transgressions, which allow of atonement and reinstatement, when once outcast he and his descendants are forever to be Brahmins. The Brahmins date back to the remote ages of the Vedas, when they constituted themselves the only authorized intermediaries between mankind and the gods. In them became vested the monopoly of the ancient language in which all religious rites are performed, and with a monopoly of the knowledge of Sanskrit they retained a monopoly of learning long after Sanskrit itself had become a dead language. Like the priests who wielded a Latin pen in the Middle Ages in Europe, they sat as arbiters and conscience-keepers in the councils of every Hindu ruler. To the present day they alone can expound the Hindu scriptures, they alone can approach the gods in their temples, they alone can minister to the spiritual needs of such of the lower castes as are credited with sufficient human dignity to be in any way worthy of their ministrations.

In the course of ages differences and distinctions have gradually grown up amongst them, and they have split up into innumerable sects and sub-sects. As they multiplied from generation to generation, an increasing proportion were compelled to supplement the vocation originally suited to their caste by other and lower means of livelihood. There are to-day over 14 million Brahmins in India, and a very large majority of them have been compelled to adopt agriculture, military, and mercantile pursuits which, as we know from the Code of Manu, were formerly regarded as, in certain circumstances, legitimate or excusable for a Brahmin even in the days of that ancient law-giver. In regard to all other castes, however, the Brahmin, however humble he would be, retains an unbroken and undisputed pre-eminence which he never forgets or allows to be forgotten, though it may only be a

pale reflection of the prestige and authority of his more exalted caste-men—a prestige and authority, be it added, which have often been justified by individual achievements. How far the influence of Brahmanism as a system has been socially a good or an evil influence I cannot say. It may be at the present moment to the influence of Western civilization, it would be unfair to deny that it has shown itself, and still shows itself, capable of producing a very high type both of intellect and of character. Nor could it otherwise have survived as it has the vicissitudes of centuries.

## THE SUPREMACY OF THE BRAHMIN.

Neither the triumph of Buddhism, which lasted for nearly 500 years, nor successive waves of Mahomedan conquest availed to destroy the power of Brahmanism, nor has it been broken by British supremacy. Indelibly as he dominates a social system in all essentials more rigid than any other, the Brahmin has not only recognised the need of a certain plasticity in its construction which allows for constant expansion, but he has himself shown unflinching adaptability in all non-essentials to varying circumstances. To the requirements of their new Western masters the Brahmins adapted themselves from the first with admirable suppleness, and when a Western system of education was introduced into India in the first half of the last century, they were quicker than any other class to realize how it could be used to fortify their own position. The main original object of the introduction of Western education into India was the training of a sufficient number of young Indians to fill the subordinate posts in the public offices with English-speaking natives. The Brahmins responded freely to the call, and they soon acquired almost the monopoly of the new Western learning as they had enjoyed of Hindu lore through the centuries. With the development of the great administrative services, with the substitution of English for the vernacular tongues as the only official language, with the remodelling of judicial administration and procedure on British lines, with the growth of the liberal professions and of the Press, their influence constantly found new fields of activity, whilst through the old traditional channels it continued to permeate those strata of Hindu society with which the West had established little or no contact.

## THE INVASION OF WESTERN IDEAS AND HABITS.

Nevertheless the spread of Western ideas and habits was bound to loosen to some extent the Brahmins' hold upon Hindu society, for that hold is chiefly rooted in the immemorial sanctity of custom, which now habits and methods imported from the West necessarily tended to undermine. Scrupulous—and, according to many earnest Englishmen, over-scrupulous—as we were to respect religious beliefs and prejudices, the influence of Western civilisation could not fail to clash directly or indirectly with many of the ordinances of Hindu orthodoxy. In non-essentials Brahmanism soon found it expedient to relax the rigour of caste obligations, as, for instance, to meet the hard case of young Hindus who could not travel across the "black water" to Europe for their studies without breaking caste, or indeed travel even in their own country in railway and river steamers without incurring the reputation of being contaminated by the "untouchable" caste. Penances were at first imposed which had gradually to be lightened until they came to be merely nominal.

Graver issues were raised when such ancient customs as infant marriage and the degradation of child widows were challenged. The ferment of new ideas was spreading amongst the Brahmins themselves. Some had openly discarded their ancestral faith, and many more were moved to search their own scriptures for some interpretation of the law less inconsistent with Western standards. It seemed at one moment as if, under the inspiration of men like Ranade in the Deccan and Tagore in Bengal, Brahmanism itself was about to take the lead in purging Hinduism of its most baneful superstitions and bringing it into line with the philosophy and ethics of the West. But the liberal movement failed to prevail against the forces of popular superstition and orthodox bigotry combined with the bitterness too frequently resulting from the failure of Western education to secure material success or even an adequate livelihood for those who had departed from the old ways. Though there have been, and still are, many admirable exceptions, Brahmanism remained the stronghold of reaction against the Western invasion. All over India educated Brahmins have figured prominently in the social and religious revival of Hinduism, and they have figured no less prominently, whether in the ranks of the extremists or amongst the moderate and advanced politicians, in the political movement which has accompanied that revival.

## THE BRAHMINS OF THE DECCAN.

Fundamental as the antagonism has proved to be between the civilisation represented by the British *raj* and the essential spirit of Brahmanism, it was bound to be more acute in the Deccan than in any other part of India, for nowhere had Brahmanism wielded such absolute power within times which may still be called recent. Less than one hundred years ago Poona was the capital of a theocratic state in which behind the throne of the Peshwa both spiritual and secular authority were concentrated in the hands of the Brahmins. Such monies are slow to die, and least of all in an ancient and conservative country like India, and there was one set of Brahmins, at any rate, who were determined not to let them die. Attention has already been drawn in *The Times* to the part played by the Chitpawan Brahmins in the Maratha government of the Deccan under the Peshwas, as well as to the part which they have recently played in the anti-British movement down to and including the Nasik conspiracy. From the time of the downfall of the Peshwa dominion to the present day there has probably been amongst the Brahmins of the Deccan, and especially amongst the Chitpawan Brahmins, an unbroken tradition of hatred towards British rule and undying hope that it might some day be subverted and their own ascendancy restored. Not to mention other and earlier indications, it was in Poona that the native Press, mainly conducted by Brahmins, first assumed that tone of virulent hostility towards British rule and British rulers which led to the Press Act of 1879, and some of the worst extracts quoted at that time by the Government of India in support of that measure are taken from Poona newspapers.

## TWO CONFLICTING CURRENTS.

But if there were already then wild and irreconcilable spirits bent on fomenting disaffection there were amongst the Deccan Brahmins themselves a small intellectual elite who, though by no means avowed apologists of British rule, fully realized that their primary duty was not to stir up popular passion against alien rulers, but to bring Hindu society into

obscure communion with the higher civilisation which those rulers, whatever their shortcomings, undoubtedly represented. Compulsions amongst such men was Mahadeo Govind Ranade. Equally conspicuous in the opposite camp was a man of a very different stamp, Bal Gangadhar Tilak, who was destined to become one of the most dangerous pioneers of disaffection. It was a Hindu gentleman and a Brahmin who told me that if I wanted to study the psychology of Indian unrest I should begin by studying Tilak's career. "Tilak's onslaught in Poona upon Ranade, his alliance with the bigots of orthodoxy, his appeals to popular superstition in the new Goppati celebration, to racial fanaticism in the 'And-Corollary Movement' to Mahatma Gandhi in the cult which he introduced of Shriji, his native propaganda amongst schoolboys and students, his gymnastic societies, his preaching in favour of physical training, and last but not least his control of the Press and the note of personal violence which he imparted to newspaper polemics, represent the progressive stages of a highly-organized campaign which has served as a model to the apostles of unrest all over India."

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PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENTS  
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PLAN OF NEW TERRITORY (KOWLOON)  
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France.—Tientsin, 1858; Convention, 1860; Tientsin, 1858; Conventions, 1858, 1857, and 1855; Frontier Trade Regulations.  
United States.—Tientsin, 1858; Additions, 1868; Peking, 1830; Immigration, 1894; Commercial, 1903.  
Germany.—Tientsin, 1861; Peking, 1860; Kiaochow Convention, 1898; Railway and Mining Convention, 1898.  
Japan.—Shimonoseki, 1859; Liaotung Convention, 1895; Commercial, 1898; New Port Convention, 1898; Supplemental Commercial, 1906.  
Russia.—S. Petersburg, 1831; Russian Land Trade, 1881.  
Portugal, 1838; Commercial Treaty, 1904.  
FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN  
Great Britain, 1894; Duties Convention  
Russia, Agreements as to Korea; United States, Extraterritorial Treaty, 1898; Great Britain, 1905; Russia (Peking Treaty), 1905.  
TREATIES WITH CORREA  
Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905; United States, 1892; Great Britain, 1895.  
TREATIES WITH SIAM  
Great Britain, 1856, 1899 and 1909; France, 1893 and 1904; Japan, 1893; Russia, 1893.  
Great Britain and France, Siam Frontier.  
Great Britain and Russia, Siam Frontier Convention, 1899.

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 9th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	R. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
HAVRE, BREMEN & HAMBURG, &c.	SPECTA	Ger. str.	k. w.	Ross	HAMBURG-AMERIKA LINIE	To-morrow
HAVRE & COPENHAGEN	YEDDO	Dan. str.	—	Knaissel	MELCHERS & Co.	On 10th inst.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knaissel	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Weges	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 11th Oct.
MARSEILLES, &c. VIA PORTS OF CALL	VILLE DE LA CITOTAT	Fr. str.	—	Barillon	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP	CAENARVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., LD.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, HAVRE, & HAMBURG, &c.	AMBRIA	Ger. str.	k. w.	Doitner	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Knaissel	HAMBURG-AMERIKA LINIE	On 23rd Oct.
TRIESTE, &c. VIA SINGAPORE, &c.	VORVAERTS	Aus. str.	—	B. Bednarz	SANDER, WIELER & Co.	On 29th inst.
NAPLES, GENOA, ALEXANDRIA, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Fomes	MELCHERS & Co.	On 21st inst., at Noon
BOSTON & NEW YORK	EMPEROR PATRIOT	Brit. str.	—	DODWELL & Co., LTD.	DODWELL & Co., LTD.	About 10th inst.
VICTORIA, B.C., VANCOUVER, TACOMA, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	F. S. Cowley	CANADIAN PACIFIC R. Co.	On 17th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	S. Ishikawa	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	—	T. Ogata	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	K. Kawan	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 11th Oct.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	K. Kawan	TOYO KISEN KAISHA	On 22nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lezke	MELCHERS & Co.	On 11th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon.
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fomes	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
YOKOHAMA AND KOBE	COLEMAN	Ger. str.	—	H. Fomes	MELCHERS & Co.	About 20th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	TOYOTA MARU	Jap. str.	—	Boman	JAVA-CHINA-JAPAN LYN	Quick despatch.
TSINGTAI, CHEFOO & NEWCHWANG	TOYOTA MARU	Jap. str.	—	Boman	NIPPON YUSEN KAISHA	On 28th inst., at Noon
CHEFOO & TIENTSIN	NANCHANG	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
TIENTSIN	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
CHINKIANG	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	HANGCHOW	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ALBIA	Ger. str.	k. w.	A. Harris	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHIRIHA	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	40-day, at Noon
SHANGHAI, KOBE & MOJI	NOLE	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TEANQUEBAR	Dan. str.	—	Ristorcelli	MELCHERS & Co.	On 10th inst.
SHANGHAI	ANNU	Brit. str.	1 m.	A. E. Sandbach	BUTTERFIELD & SWIRE	On 11th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	YALRA	Fr. str.	—	Fred. Pryne	NIPPON YUSEN KAISHA	On 12th inst., P.M.
SHANGHAI VIA NINGPO	CEYLON MARU	Jap. str.	—	F. Funeso	OSAKA SHOSHEN KAISHA	On 13th inst., at D'light
SHANGHAI, MOJI & KOBE	BUJUN MARU	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 14th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	DELHI	Brit. str.	—	E. Malchow	MELCHERS & Co.	About 15th inst.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	k. w.	A. Kander	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TELLIOW	Dut. str.	—	H. Murayama	JAVA-CHINA-JAPAN LYN	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	SORUN MARU	Jap. str.	—	J. W. Evans	JAVA-CHINA-JAPAN LYN	On 14th inst., at Noon
SHANGHAI	JOSEPH MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSHEN KAISHA	On 11th inst., at 10 A.M.
AMING VIA SWATOW & AMOY	PAKHOL	Brit. str.	1 m.	A. H. Stewart	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & SHANGHAI	HATTAN	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LAPEAIX & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HATTAN	Brit. str.	2 h.	S. J. Payne	DOUGLAS LAPEAIX & Co.	On 13th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	YUENSANG	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., LD.	On 15th inst., at 4 P.M.
SWATOW	RUBI	Brit. str.	—	H. A. Harde	SHEWAN, TOMES & Co.	On 16th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	P. Sembl	JARDINE, MATHESON & Co., LTD.	On 17th inst., at Noon
MANILA	ZAFIRO	Brit. str.	—	Morocco	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	SUNOKIANG	Brit. str.	k. w.	NIPPON YUSEN KAISHA	On 23rd inst.	
KUDAT & SANDAKAN	BORENO	Ger. str.	—	CARLOWITZ & Co.	On 12th inst., at Noon	
BOMBAY VIA SINGAPORE & COLOMBO	TOBA MARU	Jap. str.	—	DAVID SASSON & Co., LTD.	To-morrow, at Noon.	
BOMBAY VIA SINGAPORE & COLOMBO	CAPRI	Ital. str.	—	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon	
SINGAPORE, PENANG & CALCUTTA	LIOSHNING	Brit. str.	—	JAVA-CHINA-JAPAN LYN	Quick despatch	
SINGAPORE, PENANG & CALCUTTA	POORSANG	Brit. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATAP	Dut. str.	—	Zwart		



## SHIPPING.

**ARRIVALS.**  
CHIN HUA, British str., 7th Sept.—Canton.  
KELVINHEAD, British str., 1,946, J. K. Melke, 7th Sept.—Freemantle 17th Aug. Sandalwood, Jardine, Matheson & Co.  
MENE LAU, British str., 3,006, J. N. Williams, 7th Sept.—Liverpool and Singapore.  
2nd Sept. General—Butterfield & Swire.  
NORR, British str., 4,179, G. Phillips, 6th Sept.—Singapore 2nd September, General—P. & O. S. N. Co.  
SAMBIA, German str., 3,011, A. Reuss, 6th Sept.—Shanghai 3rd Sept. General—Hamburg America Line.  
SUNOKIANG, British str., 988, H. A. Hards, 6th Sept.—Cebu 2nd September, General—Butterfield & Swire.  
WUHU, British str., 7th September—Canton.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
7th September.  
Alma, German str., for Shanghai.  
Amigo, German str., for Swatow.  
Carl Diederichsen, German str., for Hoihow.  
Colombo Maru, Jap. str., for Singapore.  
Fukus Maru, Japanese str., for Kobe.  
Hongkong, French str., for Hoihow.  
Kaga Maru, Japanese str., from Moji.  
Mene laus, British str., from Shanghai.  
Nore, British str., for Shanghai.  
Phraiang, German str., for Bangkok.

**DEPARTURES.**  
7th September.  
ANAMBA, British str., for Canton.  
BLOEMFONTEIN, British str., for Shanghai.  
DREILINGER, German str., for Shanghai.  
FEICHIANG, Chinese str., for Shanghai.  
GLENTHE, British str., for Hoihow.  
GOBBEN, German str., for Europe.  
KILVARD, Norwegian str., for Hoihow.  
HUIHOW, British str., for Canton.  
KANAGAWA MARU, Jap. str., for Singapore.  
KIANG PING, Chinese str., for Canton.  
SUNGKIANG, British str., for Amoy.  
TACOMA MARU, Japanese str., for Keelung.  
TEUCER, British str., for Kobe.  
TUIRODAS, Dutch str., for Batavia.  
YANGTZE, British str., for Singapore.  
YATSHING, British str., for Saigon.  
YU SHUN, Chinese str., for Canton.

**SHIPPING REPORTS.**  
The British str. *Sungking* reports: Light to moderate winds, moderate sea and continuous rain squall.  
The German str. *Sambis* reports: Strong northerly winds from steep island to turn about, rough sea.

## VESSELS IN DOCK.

September 7th.  
TAKOO DOCK.—  
Union at No. 2 Ship.  
Drumellan at Seawall.  
Demeter at Seawall.  
Tjalafap at Dock.

## VESSELS EXPECTED.

**THE CANADIAN MAIL.**  
The C.P.R. Co.'s str. *Empress of India* arrived at Shanghai at 1 a.m. on the 5th inst., and left again at 8 p.m. same day for Hongkong, where she is due to arrive at 10 a.m. to-day.  
**THE FRENCH MAIL.**  
The M.M. str. *Yarra*, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, left Singapore on the 5th inst., at 5 a.m., and is expected to arrive here on the 12th instant at daylight.  
**THE INDIAN MAIL.**  
The Indo-China str. *Lafayette* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.  
**THE AMERICAN MAIL.**  
The P.M. str. *Mongolia* left Yokohama on the 20th ult., for Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.  
The T.K.K. str. *Tengo Maru* left Yokohama on the 5th instant, and is due to arrive at this port on the 13th instant.

**THE AUSTRALIAN MAIL.**  
The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 29th ultimo for Timor, Manila and this port.  
The E. & A. str. *Albatross* left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.

**MERCHANT STEAMERS.**  
The H.A. str. *Spesia* left Kobe via Focchoo on the 1st inst. a.m., and may be expected here to-day.  
The I.G.M. str. *Prinz Sigismund* left Kobe on the 4th inst., at 5 a.m., and may be expected here to-morrow a.m.  
The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.  
The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th ultimo, and is expected to arrive here on or about the 13th instant.

The N.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is expected here on the 13th instant.  
The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

## PASSENGERS.

**ARRIVED.**  
Per *Derfflinger*, for Hongkong, from Bremen, Mr. E. Blumhardt, from Antwerp, Mr. Peterson from Southampton, Messrs E. J. Ainslie, K. L. Wong, Robert Knox and A. James Ames; from Genoa, Dr. and Mrs. Mayer, Mr. N. Fischer, Mr. K. Kron, Mr. W. zur Gathen, Mr. F. Dinsel and Mr. T. Wittgenstein; from Singapore, Mr. Lye Kuan, A. Nassiguiet, A. Nominen.  
Per *Nore*, for Hongkong, from London, Mrs. Jolly and maid, Messrs and Miss Jolly, Mrs. Humphries, Mr. McCubbin, Mr. T. Dalin and Mr. W. R. Coleman; from Singapore, Dr. J. W. Noble and servant, Mr. W. Jolly; from London, for Shanghai, Capt. and 2 Misses Lishman, Mr. and Mrs. Campbell and infant, Baron M. E. Graham, Mr. G. O'Hara, Mr. and Mrs. Lizardet; from Singapore, for Yokohama, Mr. Warwick Major, Messrs G. Corlies, M. Drewry, L. Floyd, M. Rayner and N. Osborne, Mr. and Mrs. Sweet, Mr. K. Brumpton, Mr. K. C. Luo, Mr. Limby, Mr. P. Luttinghaus, Mr. W. Martin, Mr. Otto Menner and family, Mr. W. Meyning, Baron de Neitschke, Mr. J. C. M. Potter, Miss M. Baynor, Mr. M. Reichmann, Mr. H. M. Rimmer, Mr. H. S. Schick, Mr. J. A. Stader, Mr. E. Tamm, Mr. Thompson and family, Mr. E. V. Truman, Mr. O. Walter, Miss G. Whinnery, Mr. A. P. Wilking and Mr. Carl Zeddes.

**DEPARTED.**  
Per *Goeben*, for Hamburg, Mr. Allingham, Mr. R. J. Andrews, Mrs. Baker, Mr. D. E. Blake, Mr. J. Lee Cochran, Mr. L. E. Collier and family, Mr. L. Crawford, Mr. O. Dissen, Mr. Emmet, Mr. Ernest, Mr. E. Freeman, Mr. Fichtner and family, Dr. H. Goering, Dr. Grimm, Mr. Kitzon, Dr. W. Kibbis, Miss H. Lang, Mr. Law, Mr. Logan and family, Mr. K. C. Luo, Mr. Limby, Mr. P. Luttinghaus, Mr. W. Martin, Mr. Otto Menner and family, Mr. W. Meyning, Baron de Neitschke, Mr. J. C. M. Potter, Miss M. Baynor, Mr. M. Reichmann, Mr. H. M. Rimmer, Mr. H. S. Schick, Mr. J. A. Stader, Mr. E. Tamm, Mr. Thompson and family, Mr. E. V. Truman, Mr. O. Walter, Miss G. Whinnery, Mr. A. P. Wilking and Mr. Carl Zeddes.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi)	LYON (London)
COLOMBO	1 P.M. SATURDAY	MARSEILLES & LONDON	2 days earlier	1 day later
DELHI .....	February 4	MANTUA .....	March 4	March 10
ARCADIA .....	February 18	MALWA .....	March 18	March 24
ASSAYE .....	March 4	MACEDONIA 10500	April 1	April 7
MARMORA .....	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA .....	April 1	MOLDAVIA .....	April 29	May 5
DELHI .....	April 15	MONGOLIA .....	May 13	May 19
ASSAYE .....	April 29	MOREA .....	May 27	June 2
DELTA .....	May 13	MOOLTAN .....	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.  
FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd 248.8 272.2  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR LONDON  
CARRYING SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG	LONDON	
SUNDA .....	January about 25	March about 11
NUBIA .....	February 8	March 25
SYRIA .....	March 8	April 24
NORE .....	March 22	May 6
PALAWAN .....	April 19	May 22
BORNEO .....	April 3	June 19
SICILIA .....	May 31	July 17
SUMATRA .....	June 14	July 31
NILE .....	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON (Including Surtax):  
1st SALOON £55.0 SINGLE £82.10 RETURN.  
2nd 238.10 257.4  
Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., SEATTLE &amp; TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
SUVERIC .....	6,232	F. S. Cowley .....	27th September.
KUMERIC .....	6,232	G. B. McGill .....	20th October.
ATNERIC .....	4,362	J. Boyd .....	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.  
Hongkong, 10th August, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPRESS OF JAPAN" SAT., 28th Oct.	"EMPRESS OF IRELAND" FRI., 4th Nov.
"EMPRESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPRESS OF INDIA" SAT., 19th Nov.	"EMPRESS OF BRITAIN" FRI., 16th Dec.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.  
The "EMPRESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
Intermediate on Steamers ..... £43 ..... £45.  
1st and 2nd Class Railway .....  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Sunday, 11th Sept., at 10 A.M.
YOKOHAMA & KOBE	"COBLENZ"	6,750	About 20th September.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ EITELFRIEDRICH"	16,000	About 21st Sept.
YOKOHAMA	"BORNEO"	5,050	End of September

\* Fitted with wireless Telegraphy New System of Telefunken.  
For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 8th September, 1910.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Ristorcelli	On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CLOTAT" Capt. Barillon	On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Sellier	On 26th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to—

P. THOMAS, AGENT,  
Queen's Building.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.  
FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer "PALMA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 5th September, 1910. [1]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI SEDE IN ROMA.

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.  
All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 5th September, 1910. [4]

THE BANK LINE LIMITED.  
NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by me in any case whatever.  
DODWELL & Co., Ltd., Agents.  
Hongkong, 30th August, 1910. [8]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship "LIGHTNING,"  
Captain E. P. Smith, will be despatched for the above Ports TO-MORROW, the 9th inst., at Noon.  
For Freight or Passage, apply to  
DAVID SABSOON & Co., Ltd., Agents.  
Hongkong, 7th September, 1910. [1011]

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. SAINT PATRICK About 10th Sept.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 5th September, 1910. [963]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI SEDE IN ROMA.

STEAM FOR BOMBAY.  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to PERALIA GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI,"  
Captain Moresco, will be despatched as above on MONDAY, the 12th Sept., at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 31st August, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DEI TA,"  
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,421 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuable; all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 5th September, 1910. [1]

SURE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE,"  
Captain Gregory, will be despatched as above on or about the 17th September.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 31st August, 1910. [999]

THE Company's Steamship

"VORWAERTS,"  
Captain Bednarz, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
For Information as to Passage and Freight apply to  
SANDER, WIELER & Co., Agents.  
Hongkong, 31st August, 1910. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 p.m. on the 7th inst. will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, 6th September, 1910. [14]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NORE and YOKOHAMA	Capt. G. Phillips	Noon, 8th Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. J. F. Fox	About 9th Sept.	Freight and Passage.
SHANGHAI	DELHI	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 8th September, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
LOILOI & CEBU via AMOY	"SUNGKIANG"	On 8th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKHAI"	On 8th Sept., 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"NANCHANG"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHINKIANG	"HANGCHOW"	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Sept., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

"AUSTRALIAN STEAMERS" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th September, 1910.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 9th Sept., Noon.
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Tuesday, 13th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGER

Hongkong, 9th September, 1910.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Higgins	TUESDAY, 13th Sept., at 10 A.M.

## For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 15th Sept., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 8th September, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAYRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to

MELOHRS & CO.,  
AGENTS.

Hongkong, 8th September, 1910.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUDI	2540	A. Rodger	Manila	On 10th Sept. Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept. Noon.

For Freight or Passage apply to SHEWAN, TOMES &amp; Co. General Managers.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

STEAMSHIP	TONS.	CAPTAIN	SAILING DATE.
S.S. ALESIA	...	...	8th Sept.
S.S. C. FRED. LAEISZ	...	...	27th Sept.
S.S. ARMENTIA	...	...	6th Oct.
S.S. SENEGAMBIA	...	...	21st Oct.
S.S. SILESIA	...	...	4th Nov.
S.S. SUBVIA	...	...	16th Nov.
S.S. ARABIA	...	...	30th Nov.
S.S. SCANDIA	...	...	15th Dec.

Further Particulars, apply to—

### HOMEWARD.

STEAMSHIP	TONS.	CAPTAIN	SAILING DATE.
For HAYRE, BREMEN & HAMBURG:			
S.S. SPEZIA	...	...	9th Sept.
For HAYRE, HAMBURG & ANTWERP:			
S.S. LIBERIA	...	...	14th Sept.
For HAYRE, ROTTERDAM, HAMBURG & ANTWERP:			
S.S. BADENIA	...	...	2nd Oct.
For MARSEILLES, HAYRE & HAMBURG:			
S.S. AMBRIA	...	...	4th Oct.
For HAYRE & HAMBURG:			
S.S. ALESIA	...	...	11th Oct.
For MARSEILLES, HAYRE & HAMBURG:			
S.S. C. FRED. LAEISZ	...	...	23rd Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 7th September, 1910.

# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

STEAMSHIP	TONS.	CAPTAIN	SAILING DATE.
S.S. BUJO MARU	10,500 tons gross	...	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	...	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	...	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager:  
TOYO KISEN KAISHA, King's Building,  
403

Hongkong, 1st September, 1910.

# NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU Capt. T. Mura	9,000	WED'DAY, 14th Sept., at Daylight
	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 12th Oct., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiortdahl	7,000	SATURDAY, 10th Sept., from Kona.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 23rd Oct., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 14th Sept., at Noon.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	WED'DAY, 20th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 23rd Sept., at Noon.

† Omitting Keelung and Shimizu. ‡ Calling at Saigon.  
§ Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

# PASSENGER SEASON, 1911.

## SAILINGS AND PASSAGE RATES FROM HONGKONG.

### TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer Single 1st Class S Y. 550 00
KITANO	9000	1st Mar.	" " " 2nd Class S R 825 00
IYO	7000	15th "	" " " 2nd Class S R 360 00
HIRANO	9000	29th "	" " " 2nd Class S R 540 00
TANGO	8000	12th April	" " " 1st Class S R 500 00
KAMO	9000	26th "	" " " 2nd Class S R 730 00
AKI	7000	10th May	" " " 2nd Class S R 330 00
MISHIMA	9000	24th "	" " " 2nd Class S R 495 00

### TO VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S £30
INABA	7000	28th Mar.	" " " 2nd Class S £21
TAMBA	7000	25th April.	To London via New York: 1st Class S £60
AWA	7000	23rd May.	" via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, etc., apply at

T. KUSUMOTO,  
MANAGER.

Hongkong, 7th September, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ugata	6,059	WED'DAY, 21st Sept., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon.

SHANGHAI via SWATOW, AMOY & FOOCHEW  
"BUJUN MARU"  
Capt. Y. FUSENO  
THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly-Built Steamers—"CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

703

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI

TION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

662

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

1537

# "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations ... \$1.75
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe ... 3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT: of the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 3.50	SKETCH OF THE WEST RIVER PLAN OF VICTORIA ... 0.25
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column ... 1.00	" " KOWLOON ... 0.75
NARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " NEW TERRITORY ... 0.75
POLITICAL OBSTACLES TO MISERABLE SUCCESS IN CHINA ... 0.25	" " CANTON ... 0.50
TRADE MARK REGULATIONS IN CHINA ... 0.25	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.30 & 0.50



# HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

## 5 FIELD FORGES, 1 COLLECTION IMITATION JEWELLERY,

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Empress of India*, with the Canadian mail, left Shanghai on Monday, the 5th inst., at 8 p.m., and may be expected here to-day, at 10 a.m.  
The *Yarra*, with the French mail of the 12th August, left Singapore on Monday, the 5th inst., at 5 p.m., and may be expected here on or about Monday, the 12th inst.

FOR	PER	DATE
Shanghai, Moji, Kobe and Yokohama...	None	Thursday, 8th, 11.00 A.M.
Pakhoi and Haifong	Hongkong	Thursday, 8th, 11.00 A.M.
Manila	Sue	Thursday, 8th, 1.15 P.M.
Shanghai	Chinkwa	Thursday, 8th, 3.00 P.M.
Swatow, Amoy and Shanghai	Pakhoi	Thursday, 8th, 3.00 P.M.
Tsingtau, Chofoo and Newchwang	Nanchang	Thursday, 8th, 3.00 P.M.
Chongking	Hongkong	Thursday, 8th, 3.00 P.M.
Amoy, Cebu and Iloilo	Sunghang	Thursday, 8th, 3.00 P.M.
Fort Bayard	Suichong	Thursday, 8th, 4.00 P.M.
Kobe	Pakhoi	Thursday, 8th, 4.00 P.M.
Swatow, Amoy and Poochow	Hailan	Friday, 9th, 9.00 A.M.
Shanghai, Moji, Kobe and Yokohama	Namsang	Friday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Sue	Friday, 9th, 1.15 P.M.
Manila	Yuenang	Friday, 9th, 3.00 P.M.
Manila	Sue	Saturday, 10th, 11.00 A.M.
Manila	Sue	Saturday, 10th, 1.15 P.M.
Chofoo and Tientsin	Huichow	Saturday, 10th, 3.00 P.M.

Shanghai... SIBERIAN MAIL TO EUROPE ... Anhui ...

Manila, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbersthol, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ... Capri ...

Europe, &c., India via Taticorin (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Penang and Calcutta ... Fookang ... Haimun ... Cheongshing ... Loongsang ...

KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKKAICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO ... Mongolia ...

Europe, &c., India via Taticorin (Late Letters 11.00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) ... SIBERIAN MAIL TO EUROPE ...

Manila, Moji, Kobe, Yokohama, Hakodati, and Portland ... Ryjjo ...

Europe, &c., India via Taticorin (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

## ELECTRIC IRONS.

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate laces. THE MASTER can iron his own ties. THE AMAN can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fire.

HEALTHY because you dispense with the necessary for stifling fires, and in the height of summer ironing can be carried on in PERFECT COMFORT without inhaling the poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

Electrical Engineers,

14, DES VOGES ROAD CENTRAL, HONGKONG.

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 7TH, 1910.

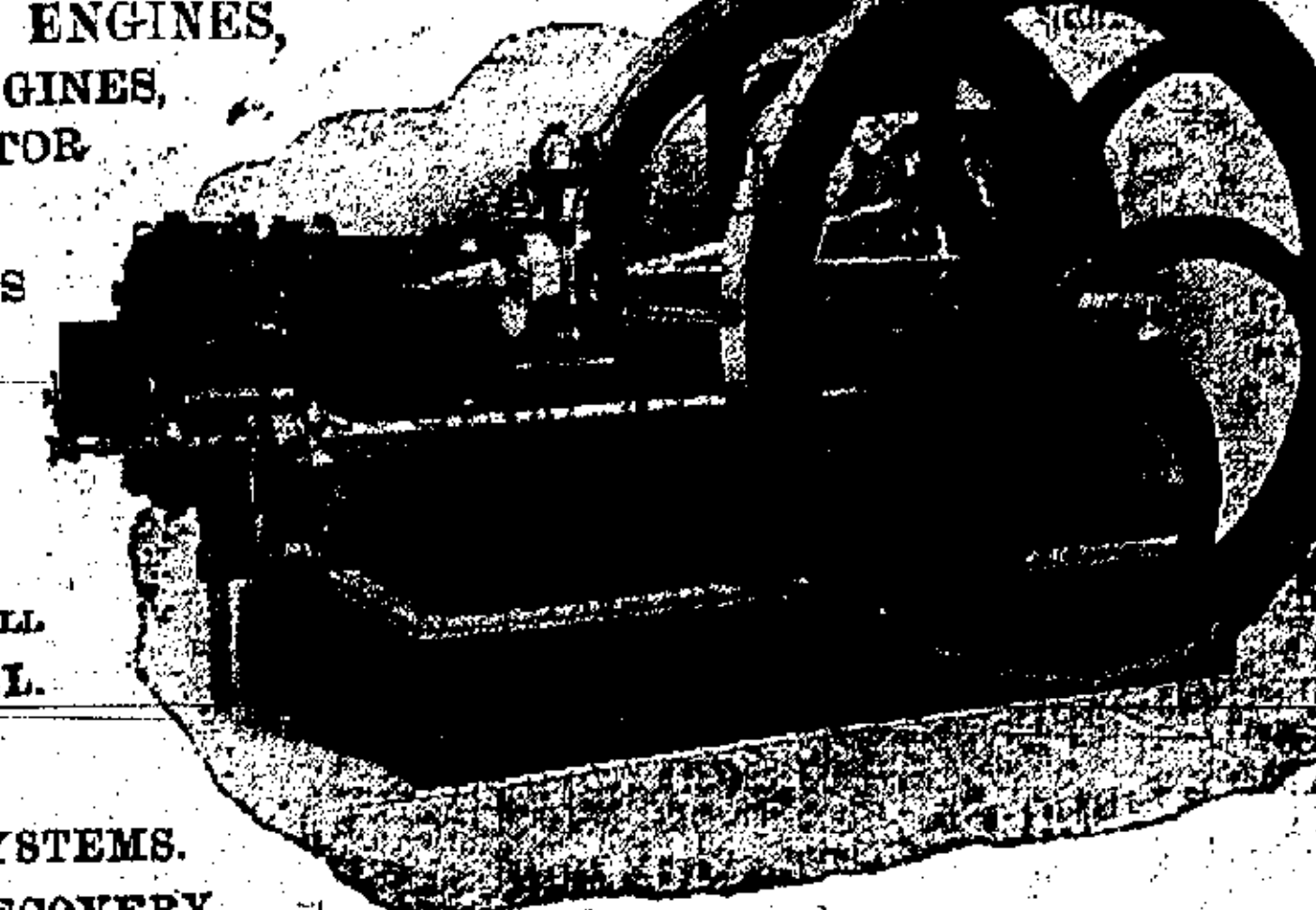
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$130, buyers
National Bank of China, Limited	99,925	\$7	all	\$8, buyers
Ball's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$11, sal. & buy.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$11, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Laot Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>Dairy Farm Company, Limited</b>	40,000	\$74	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$57	all	\$504.
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116, x. div.
<b>Green Island Cement Co., Limited</b>	18,000	\$25	\$25	\$9, sellers
<b>Hongkong and China Gas Co., Limited</b>	400,000	\$10	\$10	\$5, sellers
<b>Hongkong Electric Co., Limited</b>	7,000	\$10	\$10	\$205.
<b>Hongkong Hotel Company, Limited</b>	60,000	\$10	\$10	\$20, buyers
<b>Hongkong Ice Company, Limited</b>	12,000	\$50	\$50	\$54, sellers
<b>Hongkong Hope Manufacturing Co., Limited</b>	8,000	\$25	\$25	\$8, sellers
<b>H'kong &amp; South China Steam Fisheries Co., Ltd.</b>	5,000	\$10	\$10	\$135.
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sal. & buy.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$834, sellers
Yangtze Insurance Association, Limited	12,500	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$10	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$8, sales
Kowloon Land and Building Co., Ltd.	7,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
<b>MINING.</b>				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	\$1	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$14, sellers
<b>Philippine Co., Limited</b>	75,000	\$10	\$10	\$14, sellers
<b>RAFFLES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, x.d. sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
<b>Robinson Piano Co., Limited</b>	4,000	\$50	\$50	\$50, sellers
<b>STAMSHIP COASTERS.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$25, sellers
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$323, sales
<b>Indo-China Steam-Nav. Co., Ltd.</b>	60,000 pref.	\$25	all	\$60, L'don
<b>Shell Transport &amp; Trading Co., Limited</b>	60,000 def.	\$1	\$1	\$7.
<b>Star Ferry Company, Limited</b>	10,000	\$10	\$10	\$24, sellers
<b>South China Morning Post, Limited</b>	10,000	\$10	\$5	\$12, sellers
<b>Steam Laundry Company, Limited</b>	6,000	\$25	\$25	\$25, sales
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$14, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
<b>United Asbestos Oriental Agency, Limited</b>	9,900 ordy.	\$10	\$4	\$11, sellers
<b>Union Waterboat Co., Limited</b>	100 fders	\$10	\$10	\$300.
<b>MISCELLANEOUS.</b>				
Allagars	750,000	2/-	all	6/-
Anglo-Malays	1,500,000	2/-	all	26/-
Balgownies	151,200	\$1	all	\$141 (Sta.)
Bata Tiges	70,000	\$1	all	100/-
Bukit Kajang	80,000	\$1	all	65/6
Cashfields, fully paid	70,000	\$1	all	120/-
Charlton	250,000	\$1	10/-	21/3 prem.
Eastern and International	307,143	\$1	all	117/6
Highlands and Lowlands	1,825,000	2/-	all	6/3 prem.
Kannings	180,000	\$1	all	90/-
Kuala Lumpur	100,000	\$1	all	55/-
Labs	100,000	\$1	all	15/-
Lebury's	900,000	2/-	all	7/3
Linggis	1,265,000	2/-	all	\$28 (Sta.)
London Asiatics	1,750,000	2/-	all	\$31, x. div. (Str.)
London Ventures	50,000	\$2	all	27/6
Merlemaus	65,000	\$1	all	72/6
Peyros	125,000	\$2	all	\$14 (Str.)
Sandycrofts	995,000	2/-	all	13/-
Sengings	90,000	2/-	all	all
Shelfords	170,000	\$1	all	120/-
Singapore and Johore				
Sumatra Paras				
Sungei-Kapars				
United Serdangs				

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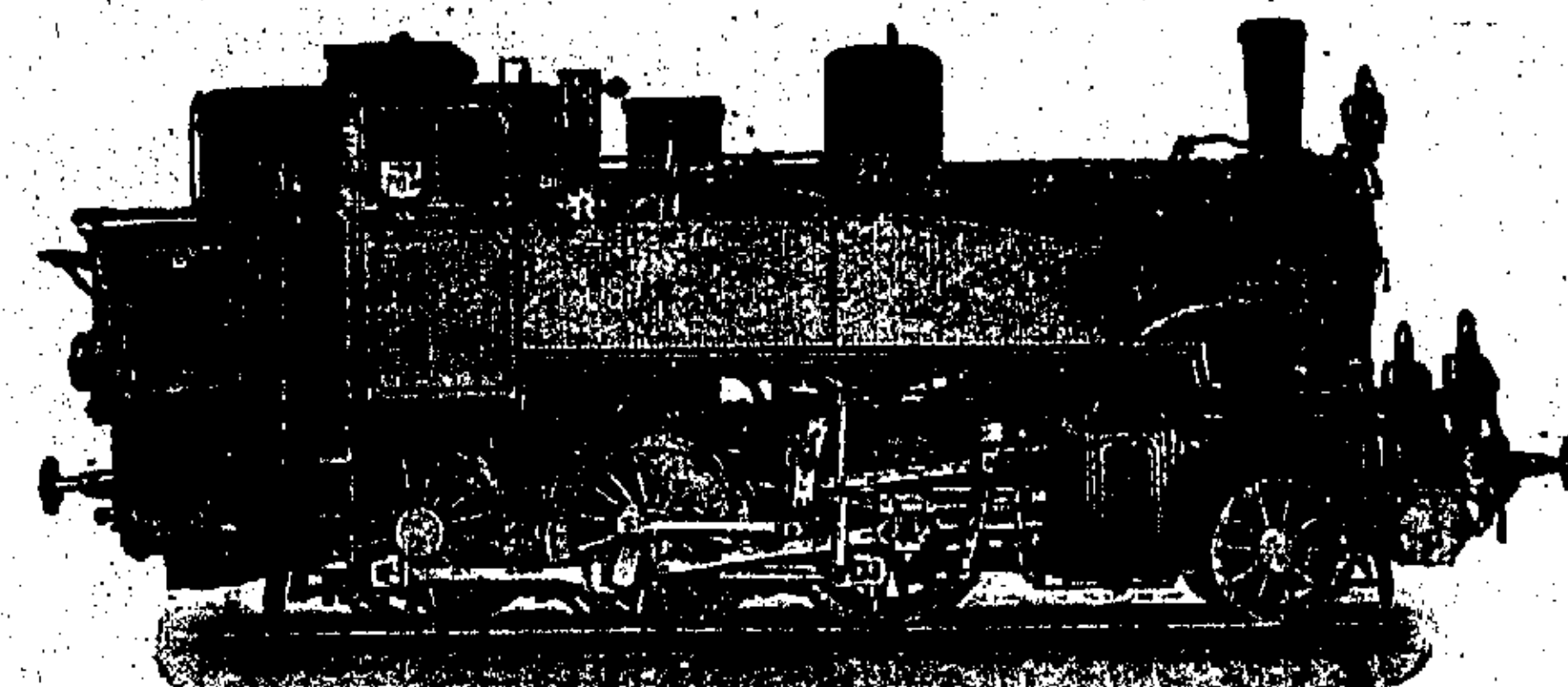
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860-2

**TO-DAY**  
Noon—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammer.  
9 p.m.—Warwick Major's Comedy Co., at Theatre Royal—"Are You a Mason?"

**FORTHCOMING EVENTS.**  
Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 p.m.  
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.  
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 p.m.  
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.  
Friday, 30th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 a.m.

**COMMERCIAL.**  
EXCHANGE  
CLOSING QUOTATIONS.  
September 7th.

ON LONDON—  
Telegraphic Transfer ..... 19 1/2  
Bank Bills, on demand ..... 19 1/2  
Bank Bills, at 30 days' sight ..... 19 1/2  
Bank Bills, at 4 months' sight ..... 19 1/2  
Credits, at 4 months' sight ..... 19 1/2  
Documentary Bills at 4 months' sight 19 1/2

ON PARIS—  
Bank Bills, on demand ..... 226  
Credits, at 4 months' sight ..... 230

ON GERMANY—  
On demand ..... 133  
Bank Bills, on demand ..... 438  
Credits, at 60 days' sight ..... 448

ON BOMBAY—  
Telegraphic Transfer ..... 133 1/2  
Bank, on demand ..... 133 1/2

ON CALCUTTA—  
Telegraphic Transfer ..... 133 1/2  
Bank, on demand ..... 133 1/2

ON SHANGHAI—  
Bank, at sight ..... 744  
Private, 30 days' sight ..... 758  
On demand ..... 774

ON YOKOHAMA—  
On demand ..... 774

ON MANILA—  
On demand—Pesos ..... 774

ON SINGAPORE—  
On demand ..... 774

ON BATAVIA—  
On demand ..... 1078

ON LAYAN—  
On demand ..... 15 1/2 p.m.

ON SAIGON—  
On demand ..... 864

ON BANGKOK—  
On demand ..... 864

STERN'S BANK'S Buying Rate ..... \$11.15  
GOLD LEAF, 100 fine, per tael ..... \$58.40  
BAR SILVER, per oz. .... 24 1/2

**HONGKONG METEOROLOGICAL REGISTER.**

Hongkong Observatory, September 7th.

	Hour	Temp.	Humidity	Wind	Direction	Force	Weather	Rain
Barometer	29.00	20.72	20.72					
Temperature	82	77	60					
Humidity	78	84	68					
Wind Direction	East	SE	E					
Force	2	1	3					
Weather	0	0	0					
Rain	0.02							

Highest open air Temperature on 6th ..... 87  
Lowest open air Temperature on 6th ..... 77

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ARRIVALS AT HOME.  
September 6th—Alcinous, Inverclyde.  
Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.